



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

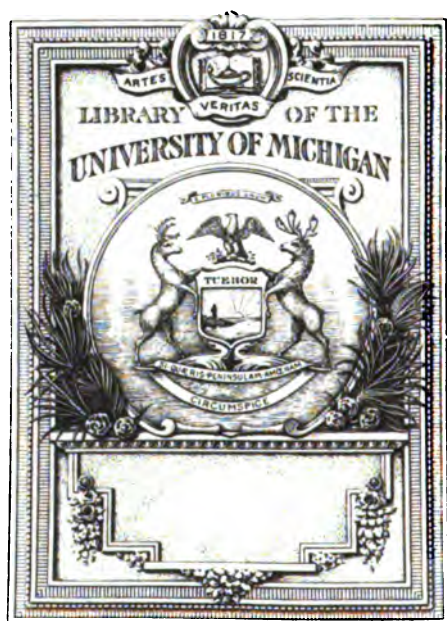
Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

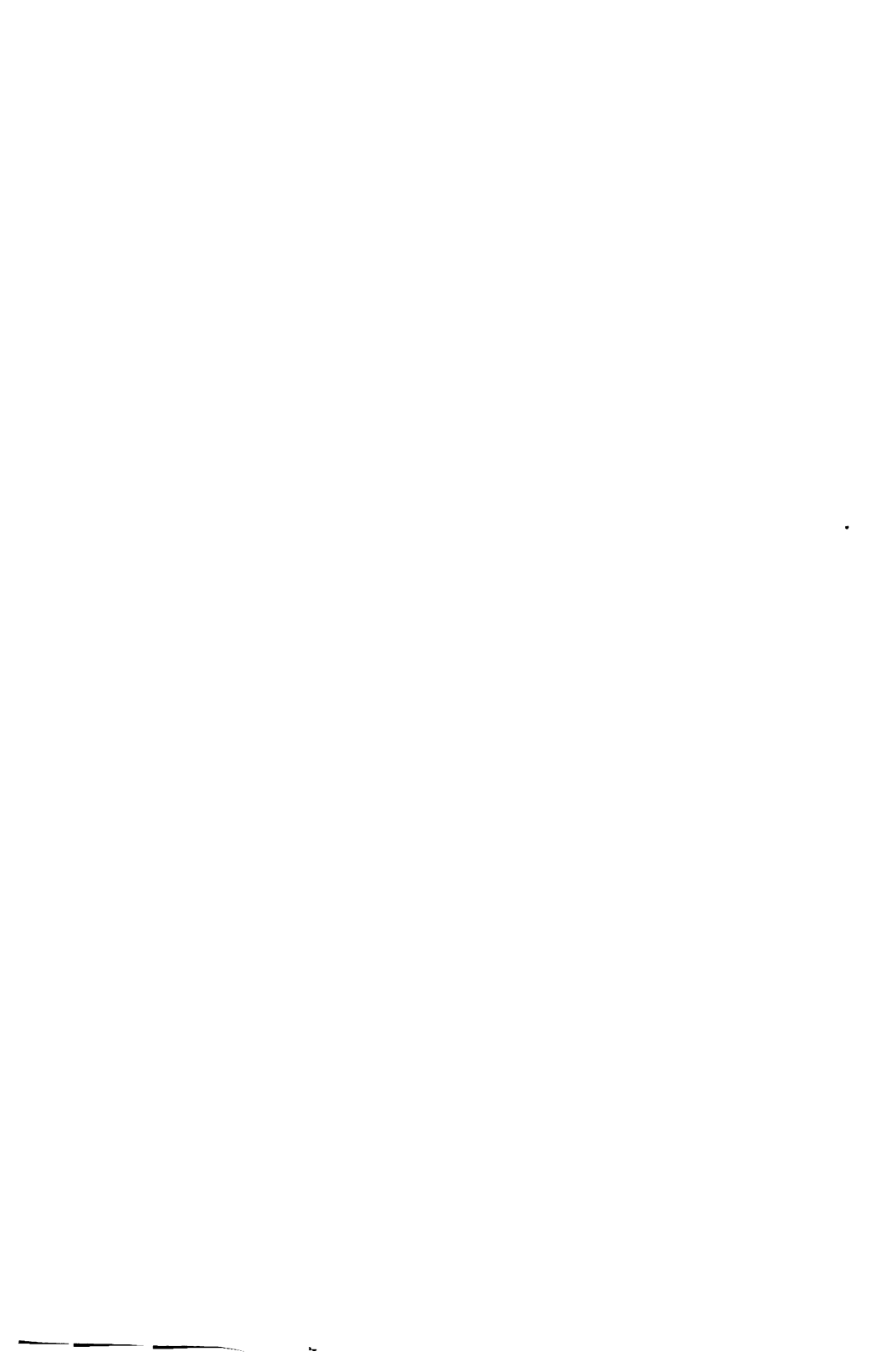
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



HF
296
.S2





ANNUAL STATEMENT
OF THE
Trade and Commerce
OF 110266
SAINT LOUIS,
FOR THE YEAR 1901,
REPORTED TO THE
MERCHANTS' EXCHANGE OF ST. LOUIS,
BY
GEO. H. MORGAN, Secretary.



ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & CO.
1902.

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1307
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Soudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstlok.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaiennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstlok.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Gaiennie.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow.	{ Wm. G. Boyd.	{ E. A. Pomeroy.	2907
	{ Wm. G. Boyd.	{ Geo. H. Small.		
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395
1898	Chris. Sharp.	Henry H. Wernse.	Oscar L. Whitelaw.	2229
1899	Wm. P. Kennett.	Oscar L. Whitelaw.	Daniel E. Smith.	2079
1900	Oscar L. Whitelaw.	Wm. T. Haarstlok.	Frank E. Kauffman.	1975
1901	Wm. T. Haarstlok.	Geo. J. Tansey.	T. R. Ballard.	1872
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.	1832

Secretary and Treasurer.

1862	-	-	-	-	-	Clinton B. Fisk.
1863-64	-	-	-	-	-	J. H. Alexander.
1865-1902	-	-	-	-	-	Geo. H. Morgan.

General

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1901.

PRESIDENT.

WM. T. HAARSTICK,

FIRST VICE-PRESIDENT, GEO. J. TANSEY.

SECOND VICE-PRESIDENT, T. R. BALLARD.

DIRECTORS.

1901.

**WM. P. KENNETT,
BERT. H. LANG,
ERICH PICKER,
JESSE H. HOLMES,
P. M. KIELY,**

1901-1902.

**OSCAR L. WHITELAW,
HENRY WOLLBRINCK,
J. S. MCGEHEE,
S. A. WHITEHEAD,
CHRISTOPH HILKE.**

GEO. H. MORGAN, SECRETARY AND TREASURER.

H. R. WHITMORE, FIRST ASSISTANT SECRETARY.

D. R. WHITMORE, SECOND ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

**E. A. FAUST,
A. C. PETRI,
HUGH PERGUSON,
H. W. BECK,
GILBERT SEARS,
T. J. BARRY,**

**E. L. WAGGONER,
H. B. GRUBBS,
FERD. P. MEYER,
EMIL SUMMA,
R. L. FORRESTER,
T. H. FRANCIS.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**A. P. RICHARDSON,
CHAS. E. PRUNTY,
MATT. WOLFLE,
G. DOUGLAS BRADLEY,
FRANK GRIESEDIECK,**

SECOND SIX MONTHS.

**GEO. F. POWELL,
WALTER E. ORTHWEIN,
W. J. TEMPLEMAN,
ISAAC P. LUSK,
T. J. SULLIVAN.**

DOORKEEPER.

FRANK T. MUDGE.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

TELEGRAPH CLERK.

CHAS. H. WHITMORE.

RIVER CLERK.

E. T. WALTON.

STENOGRAPHER.

MISS M. G. JOHNS.

MESSANGER.

EDDIE LOESCH.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1902.

PRESIDENT.

GEO. J. TANSEY.

FIRST VICE-PRESIDENT, T. R. BALLARD.

SECOND VICE-PRESIDENT, WM. A. GARDNER.

DIRECTORS.

1902.

OSCAR L. WHITELAW,
HENRY WOLLBRINCK,
JAS. S. McGEHEE,
CHRISTOPH HILKE,
S. A. WHITEHEAD,

1902-1903.

WM. T. HAARSTICK,
L. B. BRINSON,
T. H. FRANCIS,
OTTO L. TEICHMANN,
JOHN H. DIECKMAN.

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, FIRST ASSISTANT SECRETARY.

H. R. WHITMORE, SECOND ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

CHRISTIAN BERNET,
SAMUEL GORDON,
W. C. DICKINSON,
GEO. F. LANGENBERG,
JNO. L. MESSMORE,
B. L. SLACK,

THOS. B. TEASDALE,
CHAS. E. FLACK,
DAN'L P. BYRNE,
R. H. LEONHARDT,
JNO. WIEDMER,
B. J. ROWE.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

J. C. BROCKMEIER,
THOS. H. WHITEHILL,
JOHN E. GERAGHTY,
W. H. DANFORTH,
J. BOGY TAYLOR,

SECOND SIX MONTHS.

R. J. PENDLETON,
B. H. COYLE,
EDW. M. FLESH,
SAMUEL PLANT,
ROBT. S. YOUNG.

TELEGRAPH CLERK.

OFFICIAL MARKET REPORTER.

DOORKEEPER.

CHAS. H. WHITMORE.

MARC. J. GAUTIER.

FRANK T. MUDGE.

RIVER CLERK.

STENOGRAPHER.

MESSANGER.

E. T. WALTON.

MISS M. G. JOHNS.

EDDIE LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

ALEX. H. SMITH,
ISAAC M. MASON,

S. W. COBB,

C. H. SPENCER,

CHAS. A. COX,

OSCAR L. WHITELAW.

COMMITTEES AND INSPECTORS FOR 1901.

REAL ESTATE.

W. T. HAARSTICK, Chairman.

GEO. J. TANSEY.

O. L. WHITELAW, T. R. BALLARD,
W. P. KENNETT.

ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.

W. P. KENNETT,

H. F. LANGENBERG, GEO. J. TANSEY.

MEMBERSHIP.

T. R. BALLARD, Chairman.

S. A. WHITEHEAD, B. H. LANG.

RULES.

J. S. MCGEHEE, Chairman.

E. D. TILTON,

J. P. WOODS.

CONTRACTS

ERICH PICKER, Chairman.

LOUIS FUSZ,

JAMES P. NEWELL.

MARKET REPORTS.

BERT H. LANG, Chairman.

WM. A. GARDNER,

CHAS. E. FLACH.

GRAIN.

S. A. WHITEHEAD, Chairman.

T. R. BALLARD.

T. B. TEASDALE,

R. P. ANNAN,

H. F. LANGENBERG,

L. B. BRINSON,

O. W. ISAACS,

E. L. BARTLETT,

JOHN MULLALLY,

J. S. MCCLELLAN.

BARLEY.

C. MARQUARD FORSTER, Chairman.

JULIUS H. KOEHLER,

HENRY GREVE,

CHAS. H. TEICHMANN.

F. C. ORTHWEIN.

POSTAL AFFAIRS.

F. D. HIRSCHBERG, Chairman.

CHAS. F. WENNEKER,

JAMES F. EWING.

JACOB FURTH,

D. R. HAYNES,

ADRIAN DEYONG,

R. B. DULA,

H. I. DRUMMOND,

WILLIAM BULL,

CHAS. L. DEAN,

FRANK C. CASE.

FLOUR.

C. H. SIEVING, Chairman.

H. G. ORAFT, Secretary.

HENRY BURG,

F. W. EGGERS,

CHAS. T. NEALE,

SAMUEL PLANT,

F. HATTERSLEY.

BOARD OF FLOUR INSPECTORS.

VICTOR GOETZ, President.

AUGUST RUMP, Secretary.

PROVISIONS.

HENRY WOLLBRINCK, Chairman.

JOHN RING,

J. C. C. WALDECK,

CHAS. WISSMATH, JR.,

J. J. P. LANGTON.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

D. I. BUSHNELL, Chairman.

GEO. F. SIEMERS,

GEO. URQUHART,

BEN. P. CORNELI.

A. R. STRAIN,

N. B. GREGG,

FRED. S. PLANT.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. P. CHAMBERLAIN.

WEIGHING.

ERICH PICKER, Chairman.

THOS. K. MARTIN,

GEO. L. GRAHAM,

GEO. F. POWELL,

W. B. HARRISON,

HUGH S. MURRAY, Supervisor.

COMMITTEES, 1901—Continued.

HAY.

WM. FURLONG.	D. W. OLIFTON, Chairman.	
H. W. BECK,	H. W. MACK.	CHRISTOPH HILKE,
	ROBT. J. BERGMANN.	

PRODUCE.

JACOB SCHOPP,	P. M. KIELY Chairman.	
M. G. RICHMOND,	F. E. ZELLE,	P. W. HOFFMANN,
	M. M. McKEEN.	

FLOOR.

J. C. FISHER,	E. M. FLESH, Chairman.	
A. C. PETRI,	H. B. EGGERS, Jr.,	P. J. McMORROW,
T. H. FRANCOIS,	R. J. PENDLETON,	E. H. BARNES,
	BEN. S. LANG.	

MISSISSIPPI RIVER.

	WM. P. KENNETT, Chairman.	
H. C. HAARSTICK,	J. E. MASSENGALE,	H. S. POTTER,
JAS. Y. LOCKWOOD,	TURNER T. LEWIS,	ISAAC P. LUSK,
WEB. M. SAMUEL,	ISAAC M. MASON,	MARCUS BERNHEIMER.
GEO. B. SHIELDS.		

NATIONAL BOARD OF TRADE.

	OSCAR L. WHITELAW, Chairman.	
E. O. STANARD,	HENRY H. WERNSE,	CHRIS. SHARP,
S. W. COBB,	C. H. SPENCER,	CHARLES PARSONS,
CLINTON BOWELL,	GEO. W. BROWN,	F. E. KAUFFMAN,
H. F. LANGENBERG,	S. M. KENNARD.	

LEGISLATIVE.

	JESSE H. HOLMES, Chairman.	
WM. J. LEMP, Jr.,	GEO. M. WRIGHT,	L. G. McNAIR.
J. J. WERTHEIMER,	AUG. MANEWAL,	GEO. D. DANA,
F. C. WHITTEMORE,	H. R. WHITMORE,	D. R. POWELL,
GEO. D. BARNARD,	THEO. F. MEYER,	H. M. BLOSSOM.

TRANSPORTATION.

	GEO. J. TANSEY, Chairman.	
GEORGE MINCH,	T. S. MCPHEETERS,	L. D. KINGSLAND,
E. H. CONRADES,	H. V. KENT,	PHILIP STOCK,
ED. S. ORR,	S. A. BEMIS,	L. D. DOZIER,
HENRY NICOLAUS,	FRANK GAIENNIE,	W. A. SCUDDER,
WM. M. SENTER.		

FOREIGN TRADE.

	A. L. SHAPLEIGH, Chairman.	
P. P. CONNOR.	JAMES ARBUCKLE,	A. A. BUSCH,
H. S. MERRELL,	R. H. WHITELAW,	M. KOTANY,
WM. STUEDE,	WM. F. FUNSTEN,	A. DeFIGUEIREDO,
WM. C. ELLIS.		

METEOROLOGY.

	OTTO L. TEICHMANN, Chairman.	
J. H. FARLEY,	D. P. BYRNE,	SOL. J. QUINLIVAN,
E. M. TAYLOR,	JOHN P. MEYER,	H. J. BRADY,
JOHN B. SLAUGHTER,	A. M. EDDY,	HUNTER BEN JENKINS.
ROBERT RANKEN,	LEWIS E. SNOW.	

COMMITTEES AND INSPECTORS FOR 1902.

MEMBERSHIP.

WM. A. GARDNER, Chairman.

L. B. BRINSON,

T. H. FRANCIS.

REAL ESTATE.

G. J. TANSEY, Chairman.

T. R. BALLARD,
O. L. WHITELAW.

WM. A. GARDNER,

WM. T. HAARSTICK,

ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.

WM. P. KENNETT,

H. F. LANGENBERG, A. D'FIGUEIREDO.

WEIGHING.

T. R. BALLARD, Chairman.

W. B. HARRISON,
JNO. MULLALLY,
J. S. McGEHEE,
O. A. ORVIS.

W. K. STANARD,

THOS. B. TEASDALE,

F. E. ZELLE,

MAXWELL KENNEDY,

FRED. C. ORTHWEIN,

GEO. L. GRAHAM,

INSURANCE.

F. D. HIRSCHBERG, Chairman.

WALLACE DELAFIELD,
WILLIAM BULL,
S. D. CAPEN,
ASHLEY CABELL,

JNO. B. SLAUGHTER,

JAS. A. WATERWORTH,

H. M. BLOSSOM,

S. A. WHITEHEAD,

B. L. SLACK,

PEYTON T. CARR,

RULES.

OTTO L. TEICHMANN Chairman.

E. W. GESSLER,
R. C. GRIER.

J. P. WOODS,

THOS. AKIN.

CONTRACTS.

S. A. WHITEHEAD, Chairman.

R. J. PENDLETON,

JNO. E. GERAGHTY.

MARKET REPORTS.

T. H. FRANCIS, Chairman.

E. C. CHAMBERLIN,

N. L. MOFFITT,

GRAIN.

L. B. BRINSON, Chairman.

H. F. LANGENBERG,
C. S. DAYTON,
R. L. FORRESTER,
C. W. SMITH,

T. B. MORTON,

JNO. E. HALL,

CHAS. J. QUESNEL,

J. D. PARROTT,

P. P. CONNOR,

ELBERT HODGKINS.

H. C. COLEMAN.

BARLEY.

FRED. C. ORTHWEIN, Chairman.

E. A. FAUST,
FRANK GRIESEDIECK.

HENRY GREVE,

PHILIP STOCK.

FLOUR.

VICTOR ALBRECHT, Chairman.

JOS. HATTERSLY, Secretary.

CHRIS. BERNET,

JNO. C. FISCHER,

SAMUEL PLANT,

E. D. TILTON,

C. J. HANEBRINK.

BOARD OF FLOUR INSPECTORS.

VICTOR GOETZ, President.

AUGUST RUMP, Secretary.

PROVISION INSPECTOR.

HENRY WOLLBRINOK, Chairman.

HUGH FERGUSON,
CHAS. A. COX.

JAS. M. GETTYS,

GEO. C. DANIELS,

PROVISION INSPECTOR.

J. G. HINCHEMAN.

SEEDS AND CASTOR BEANS.

FRED S. PLANT, Chairman.

C. W. BLOW,
JNO. L. MESSMORF,
C. E. PRUNTY.

D. P. BYRNE,

W. H. GREGG, JR.,

ROBT. POMMER,

A. R. STRAIN,

COMMITTEES, 1902—Continued.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER. W. F. CHAMBERLAIN.

HAY.

D. W. CLIFTON, Chairman.

JAS. W. DYE,
ROBT. S. YOUNG.

H. W. MACK,

HENRY HUNTER,

PRODUCE.

CHRIS. HILKE, Chairman,

M. G. RICHMOND,
W. G. MUELLER.

HENRY BROEDER,

CONRAD SCHOPP,

FLOOR.

J. S. McGEHEE, Chairman.

E. H. BARNES,
L. R. CARTER,
GEO. LANITZ,
HENRY J. BULTE.

D. E. SMITH,

G. DOUGLAS BRADLEY,

E. S. CASE,

D. R. HAYNES.

B. J. MCSORLEY,

J. W. STEELE,

POSTAL AFFAIRS.

FRANK GAIENNIE, Chairman.

GEO. D. BARNARD,
GEO. D. MARKHAM,

BEN. B. GRAHAM,

W. C. LITTLE,

THEO. G. MEIER,

L. A. MOFFITT.

THOS. K. NEIDRINGHAUS

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

CHAS. A. COX,
WEB. M. SAMUEL,
S. W. COBB,
H. F. LANGENBERG,

WM. G. BOYD,

WM. P. KENNETT,

JOHN WAHL,

H. C. HAARSTICK,

FRANK GAIENNIE,

COORWIN H. SPENCER,

MARCUS BERNHEIMER.

MISSISSIPPI RIVER.

WM. T. HAARSTICK, Chairman.

ALONZO C. CHURCH,
ISAAC P. LUSK,
WEB. M. SAMUEL,
FESTUS J. WADE.

ISAAC M. MASON,

JNO. E. MASSENGALE,

H. S. POTTER,

JNO. N. BOFINGER,

P. S. DROWN,

HENRY HITCOCK,

NATIONAL BOARD OF TRADE.

OSCAR L. WHITE LAW, Chairman.

E. O. STANARD,
C. H. SPENCER,
C. F. WENNEKER,

S. W. COBB,

CHARLES PARSONS,

H. H. WERNSE,

CLINTON ROWELL,

C. MARQUARD FORSTER.

LEGISLATIVE.

JOHN H. DIECKMAN, Chairman.

R. E. GARDNER,
WM. G. BOYD,
GEO. L. EDWARDS,
GOODMAN KING,
MOSES RUMSEY.

S. A. BEMIS,

MARCUS BERNHEIMER,

GEO. O. CARPENTER.

GEO. D. DANA,

NATHAN FRANK,

BRECKINRIDGE JONES.

W. J. KINSILLA,

GAIUS PADDOCK,

TRANSPORTATION.

WM. C. ELLIS, Chairman.

F. E. KAUFFMAN.
HENRY SAYERS,
W. S. MOCHESNEY, Jr.,
E. S. ORR.

E. O. HUNTER.

WM. P. KENNETT,

K. B. HANNIGAN,

A. L. SHAPLEIGH,

W. A. SOUDDER,

A. DEFIGUEIREDO,

FOREIGN TRADE.

WM. F. FUNSTEN, Chairman.

L. D. KINGSLAND,
HENRY STANLEY,

JOHN RING,

GEO. F. POWELL,

JAMES ARBUCKLE.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

ST. LOUIS, MO., January 7th, 1902.

To the Members of the Merchants' Exchange of St. Louis:

GENTLEMEN — The rules of the Exchange require that the Board shall, previous to the Annual Meeting, fix the assessment to be paid by each member for the coming year, and at the Annual Meeting report to the Exchange the amount so assessed, and the pecuniary condition of the Exchange.

Your Board, at a meeting held on the 10th of December last, after a careful consideration of the matter fixed the assessment for the year 1902 at \$25.00 for each member.

The property of the Exchange is in good condition and the building well rented, there being but one office unoccupied.

The receipts of the year on real estate account were: From rentals \$43,673.20, from current account \$3,000.00, and from interest \$26.85, a total of \$46,700.05.

The expenditures, including \$12,500 paid for bonds redeemed and canceled and \$1,578.96 overdraft of previous year repaid, were \$46,494.49, leaving a balance on hand of \$205.11.

The bonded debt, originally \$150,000, has been reduced to \$92,500.

The rentals for the past year amounted to \$43,673.20. The expenditures, eliminating the items of bonds and interest on same and overdraft paid, were \$28,571.78, leaving a balance of \$15,101.42 over the usual current expenses. If to this is added the sum of \$25,000 for rent of the Exchange hall and offices, which it is legitimate to include when ascertaining the rental value of the property, the net revenue would be \$40,000.00, or $5\frac{1}{2}\%$ on the cost of \$750,000.00.

The income from rentals for 1902 will approximate \$48,000. On the same basis the net income would be increased to \$45,000, or 6% on the cost of the property. But if the revenue from the property merely paid all expenses, leaving to the Exchange the free use of the hall and offices, it would still be a good investment, as under other circumstances, if the Exchange had to rent quarters at all equal to the present in size and appointments, the rental would probably largely exceed \$25,000.

The ownership of the property fixes permanently for many years the location of the Exchange, which, all things considered, is as desirable as a location further west, and provides offices for many of our members at a low cost.

The receipts and expenditures for current account remain about as usual, except that the revenue decreases slightly from year to year on account of forfeitures and redemptions. The membership at the beginning of 1901 was 1872. This has been reduced by the redemption of 33 certificates of deceased members, six forfeitures and one expulsion, making the number on the rolls at the beginning of the present year 1832.

The total revenue for the year, including a balance on hand January 1st of \$1,475.56, was \$51,074.98, and expenditures, including amount transferred to Real Estate Account, \$48,438.89, leaving a balance of \$2,636.09.

The primary object of the Merchants' Exchange is to provide a place and furnish facilities for the daily transaction of business, and to publish an annual statement of the trade and commerce of the city. Probably there is no organization in the country where these requirements are more fully met. But, in addition to this, the Exchange through its official Board keeps in touch with all movements affecting the business interests of the city and country. For many years it was the only organized body in the city, and all measures originated with or were brought before the Exchange for consideration and action and had prompt and effective attention. But with the growth and development of business other organizations were formed to look after special interests, and the Exchange was able to confine its work to subjects of a strictly commercial nature, or affecting commercial interests.

During the past year your Board gave especial attention to transportation matters, and, in conjunction with other commercial bodies, made efforts to have the interstate commerce law amended by Congress so as to confer greater power upon the Commissioners. This was not accomplished, but it is hoped that the present Congress will grant the relief so much needed.

An effort was also made to have the war revenue tax on sales made on the Exchanges of the country repealed, but it was only successful to the extent of eliminating the tax on sales of property actually in course of transportation.

An attempt was made early in the year to have the headquarters of the Mississippi River Commission removed to another city, but the prompt action of your Board in protesting against such a movement effectually prevented it.

In April last the Committee on Postal Affairs, in connection with Postmaster Baumhoff, petitioned the Postoffice Department for increased mail facilities on the Wabash train arriving at 2 P. M., and also for the establishment of a railway postoffice service on the Missouri, Kansas & Texas train leaving St. Louis at 8:16 A. M. The request has been granted, and an additional mail car put on the Wabash train, and the mail is now made ready for instant delivery upon its arrival. On January 1st, 1902, the new service was established on the Missouri, Kansas & Texas train, thus securing a better mail service to the Southwest.

In August last an effort was made to have the monthly Government Crop Report issued at 12 M. instead of 4 P. M. Eastern time. From past

experience your Board were of the opinion that a midday report unsettled and disturbed business, and successfully protested against a change in the hour of its issuance.

Your Board endorsed the efforts of the St. Louis Manufacturers' Association looking to the establishment of a line of steamboats between St. Louis and New Orleans, and joined with other organizations in an effort to secure for St. Louis the location of one of the permanent camps for the army and national guard.

Your association has been ably represented at the following gatherings :

National Board of Trade,	Washington,	January 22nd.
Southern Industrial Convention,	Philadelphia,	June 11th.
Illinois Grain Dealers' Association,	Decatur,	June 11th.
Trans-Mississippi Com'l Congress,	Cripple Creek,	July 16th.
Iowa Grain Dealers' Association,	Creston,	September 3rd.
National Hay Association,	Indianapolis,	September 10th.
Grain Dealers' National Association,	Des Moines,	October 2nd.
National Rivers and Harbors Congress,	Baltimore,	October 8th.

Early in the year a Committee on Weighing was appointed for the purpose of formulating and putting in operation a plan for securing the accurate weighing and methods of weighing of grain and other property handled by members of the Exchange and others desiring the service. In September last this action was endorsed, by the adoption of an amendment to the Rules, authorizing the Board of Directors to establish and maintain a Department of Weights. A supervisor of weighing was appointed, and steps taken to ascertain wherein the present system was defective and what remedies could be applied to correct same. The committee has had the cordial co-operation of the local officials of the various railroads, with the result that the system has been materially improved and complaints are much less frequent than formerly. It is the purpose of the Board, in connection with the proper authorities, to establish scales for weighing grain and other farm products under the direct control of the Committee of Weighing, with the view of having a system that will provide every safeguard for the proper weighing and delivery of contents of cars.

The Traffic Bureau has been active during the year in looking after transportation interests, affecting not only the business transacted on the Exchange, but the general trade of the city. The Managers and Commissioner have been met with courtesy by all railroad officials, and when it was possible their requests have been cheerfully granted. The result has been that concessions have been made in a number of cases and discriminations corrected in others, and while all that has been hoped for has not been accomplished, much good has resulted, and the usefulness of the Bureau fully demonstrated. Attention is called to the report issued by the Commissioner, giving a detailed statement of the work of the year.

We have taken pleasure in extending to distinguished visitors the courtesies of the Exchange, and have been honored with the presence of Hon. Charles Denby, ex-United States Minister to China; Mr. Wu Ting Fang,

Envoy Extraordinary and Minister Plenipotentiary of China; the delegates to the International Congress held at the City of Mexico, a party of distinguished Porto Rican business men, and Governor Durbin of Indiana.

Death has taken from us forty-three members, whose loss is deeply deplored and for whom the Board has placed on record the regrets of the members at their demise and a tribute to their worth.

When the sad news was received, September 14th, that President McKinley had passed away, your Board ordered the Exchange closed and the hall draped in mourning. The Exchange closed also on the day of the funeral, and the members joined with the people of the city in expressing their sorrow at the loss of a great and good man and the honored executive of the nation.

The Exchange was also closed on February 2nd, the day of the funeral of the Queen of England, as a token of respect to the memory of an illustrious monarch and a noble woman.

Your Board wishes to express its appreciation of the valued assistance of the various committees in promoting the interests of the Exchange, also of the faithful and efficient service rendered by the Secretary and other employees.

Our year's work is done and gone into history, and in returning thanks to the members for the honor bestowed upon us, we bespeak for our successors the same united support that has been accorded us, and the continued efforts of all the membership in building up the New St. Louis and the Merchants' Exchange, which is one of the prominent factors in its development.

FOR THE BOARD OF DIRECTORS,

WM. T. HAARSTICK,

President.

REPORT OF THE TREASURER FOR 1901.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand January 1st.....	\$	1,475 58
Received for Transfer Fees.....		1,120 00
“ “ Assessments.....		46,450 00
“ “ Rent of Drawers.....		611 75
“ “ Rent of Telegraph Counters.....		690 00
“ “ Rent of Transportation Desks.....		30 00
“ “ Non-Residents Tickets.....		175 00
“ “ Sale Samples and Sweepings.....		145 29
“ “ Interest on Account.....		377 38

EXPENDITURES.

\$51,074 98

Salaries	\$17,959 25	
Telegraph Account.....	10,045 50	
St. Louis Traffic Bureau.....	3,645 59	
Redemption of Memberships.....	3,300 00	
Transferred to Real Estate Account	3,000 00	
Welghing Committee and Supervisor.....	994 25	
Rent of Telephones.....	993 70	
Annual Report.....	905 50	
Attorney's Fees and Costs in Court.....	851 75	
Board Flour Inspectors	787 64	
Printing and Stationery.....	730 01	
Soap and Towels.....	525 67	
Attorney of the Exchange.....	500 00	
Repairs.....	387 10	
Delegates to National Board of Trade.....	366 80	
Taxes	321 84	
Postage	314 15	
Delegates to Rivers & Harbors Congress, Baltimore..	280 65	
Public Welfare Committee	250 00	
Delegates to Trans-Miss. Com'l Congress, Cripple Crk.	202 00	
Power for Electric Fans	199 05	
Assessment, National Board of Trade.....	185 00	
Ice	189 21	
New Curtains and Chairs.....	164 84	
Books, Papers and Price Currents.....	181 10	
Belcher Water.....	120 00	
Tin Pans	116 49	
Brooms, Dusters, etc	111 35	
Delegates to South'n Industrial Conv'n, Philadelphia	107 35	
Delegates to National Hay Convention, Indianapolis	100 00	
Grain Dial.....	85 00	
Bond of Assistant Secretary	75 00	
Delegates to National Grain Assn., Des Moines	55 40	
Judges of Election	52 00	
Memorials, ex-President Chris. Sharp.....	51 00	
Plants for Fountain	50 00	
Board of Directors.....	35 80	
Telephone Cabinet.....	30 00	
Delegates to Grain Dealers Convention, Creston, Ia....	15 65	
Delegates to Freight Meeting, Louisville.....	12 50	
Delegate to Illinois Grain Dealers Assn., Decatur....	11 00	
Sundries.....	169 65	\$48,438 89

Balance on hand December 31st, 1901.....

\$ 2,636 09

REAL ESTATE ACCOUNT FOR 1901.**RECEIPTS.**

Received from Rentals	\$ 43,878 20
" " Current Account.....	3,000 00
" " Interest.....	26 85
	<u>\$ 46,700 05</u>

EXPENDITURES.

Bonds Paid.....	\$ 12,500 00
Employees	7,538 00
Taxes	6,615 56
Repairs and Renovations.....	4,448 22
Insurance	4,150 72
Interest on Bonds.....	3,843 75
Coal	3,090 66
Water License.....	1,164 00
Supplies for Engineer and Janitor.....	667 17
Removing Ashes and Sweepings.....	268 50
Cleaning Streets.....	163 00
Rent of Telephones.....	151 94
Elevator Insurance.....	130 40
Electric Light	79 00
Night Signal Service.....	39 00
Inspecting Boilers and Elevators	31 50
Sprinkling Tax.....	19 81
Uniform for Elevator Boy.....	16 75
Printing.....	9 50
Revenue Stamps.....	50
Paid Overdraft of January 1st.....	1,578 96 46,494 94
Balance on hand December 31st, 1901.....	<u>\$ 205 11</u>

Paid on Bonded Debt during 1901.....	\$ 12,500 00
Bonded Debt Unpaid (not due)	\$ 92,500 00

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1901 and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows, viz:

To the Credit of Real Estate Account.....	\$ 205 11
To the credit of Current Account.....	\$2,636 09

T. R. BALLARD,
BERT. H. LANG,
S. A. WHITEHEAD, } Committee.

St. Louis, January 4th, 1902.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1901.

GALVESTON HARBOR.

JANUARY 8TH. *Resolved*, By the Board of Directors of the Merchants' Exchange of St. Louis, that the Honorable Senators and Representatives from Missouri, in Congress be requested to co-operate with the Texas delegation in securing at the present session of Congress appropriations in River and Harbor Bill for improvement of the channel of Galveston Harbor.

B. F. HUDSON.

JANUARY 16TH. Resolutions of respect to the memory of B. F. Hudson, prepared by a committee consisting of Messrs. F. W. Hofmann, M. M. McKeen and C. E. Udell, were adopted by the Board.

FRANK SHAPLEIGH.

JANUARY 16TH. Resolutions of respect to the memory of Frank Shapleigh, prepared by a committee consisting of Messrs. Wallace Delafield, G. J. Tansey, Frank N. Johnson, Clark H. Sampson and Frank Galennie, were adopted by the Board.

CULLOM BILL AND WAR REVENUE TAXES.

JANUARY 16TH. The delegation appointed to represent the Merchants' Exchange of St. Louis, at the meeting of the National Board of Trade, to be held at Washington on the 22nd inst., are requested to confer with the representatives of other cities and take such action as may be deemed advisable towards endeavoring to secure the passage of the Cullom Bill, being an amendment to the Interstate Commerce Law, and also to secure if possible the elimination from the Revenue Tax Law of the tax on sales made on the commercial exchanges of the country.

INTERNATIONAL CONGRESS OF NAVIGATION.

JANUARY 16TH. The President was requested to write to the Senators and Representatives from Missouri, asking them to favor a bill introduced in Congress authorizing the President of the United States to invite the International Congress of Navigation to hold its next session in Washington.

HON. E. S. TAYLOR.

JANUARY 26TH. The President was requested to write to President McKinley in the name of the Board of Directors, requesting him to retain Hon E. S. Taylor as a member of the Mississippi River Commission.

MARQUARD FORSTER.

JANUARY 26TH. Resolutions of respect to the memory of Marquard Forster, prepared by a committee consisting of Messrs. Wm. F. Nolker, Wm. D. Orthwein, Chas. H. Teichmann, Adolphus Busch and Wm. J. Lemp, were adopted by the Board.

FUNERAL OF QUEEN VICTORIA.

FEBRUARY 1ST. The Board ordered that the Exchange rooms be closed on Saturday February 2nd, the day of the funeral of the Queen of England, as a token of respect to the memory of an illustrious monarch and a noble woman.

WM. M. SENTER.

FEBRUARY 1ST. Resolutions of respect to the memory of Wm. M. Senter, prepared by a committee consisting of Messrs. Chris Sharp, John Wahl, Nathan Cole, Chas. A. Cox and Hugh O'Donnell, were adopted by the Board.

JAS. F. AGLAR.

FEBRUARY 1ST. Resolutions of respect to the memory of Jas. F. Aglar, prepared by a committee consisting of Messrs. G. J. Tansey, G. S. Freeborn, Wallace Delafield, Ed. S. Orr and Jno. J. Baulch, were adopted by the Board.

CHRIS SHARP.

[FEBRUARY 9TH. Resolutions of respect to the memory of Chris Sharp, prepared by the Ex-Presidents of the Exchange, were adopted by the Board, and it was ordered that the rostrum be draped in mourning for thirty days.

WM. H. MARKHAM.

FEBRUARY 12TH. Resolutions of respect to the memory of Wm. H. Markham, prepared by a committee consisting of Messrs. E. O. Stanard, Thos. Akin, H. M. Blossom and W. L. Green, Jr., were adopted by the Board.

PUBLIC WELFARE COMMITTEE.

FEBRUARY 12TH. The sum of \$250.00 was appropriated towards the expenses of the Public Welfare Committee.

MISSISSIPPI RIVER COMMISSION.

FEBRUARY 23RD. The President was requested to write to the Hon. Secretary of War, protesting against the possible removal of the offices of the Mississippi River Commission from St. Louis.

OKLAHOMA.

FEBRUARY 23RD. The Board memorialized the Honorable Senators from Missouri and Representatives from St. Louis, to further the admission of Oklahoma to statehood, either separately or in connection with the Indian Territory, as the people of Oklahoma might prefer.

BAKING POWDER LEGISLATION.

FEBRUARY 23RD. The Board concurred in the action of the St. Louis Manufacturers' Association, requesting the General Assembly of Missouri, to repeal Sections one and two of the law passed by the 40th General Assembly of Missouri, in relation to Baking Powders and other preparations containing alum.

FOREIGN BILLS OF LADING.

MARCH 12TH. The Board of Directors of the Merchants' Exchange of St. Louis join with the Chamber of Commerce of Minneapolis, the Board of Trade of the city of Chicago and other commercial associations, in protesting against the action of ship owners in inserting special clauses in bills of lading for goods shipped to London, whereby charges are imposed in contravention of acts of Parliament, in which acts we understand free delivery was safeguarded on all goods entering that port. We believe that bills of lading on shipments to London should not carry any conditions not imposed on bills of lading to Liverpool and other points.

And the Board of Directors respectfully petitions the Senators and Representatives in Congress to pass an amendment to the Harter Act of 1893, restraining ship owners from inserting in bills of lading clauses in contravention of the laws of countries into which American products are shipped, and further, that a copy of these resolutions be sent to other commercial associations, and to the Honorable Senators and Representatives from Missouri in Congress.

CHAS. A. EBERLE.

MARCH 12TH. Resolutions of respect to the memory of Chas. A. Eberle, prepared by a committee consisting of Messrs. H. G. Craft, W. C. Dickinson, Henry Burg, Matt. Woelfle and C. J. Hanebrink, were adopted by the Board.

NATIONAL IRRIGATION ASSOCIATION.

MARCH 12TH. The President was authorized to appoint a delegate to represent this Exchange at the meeting of the National Advisory Board of the National Irrigation Association, to be held at Buffalo in October next.

COMMERCIAL TREATY WITH FRANCE.

APRIL 9TH. The Board endorsed the resolutions adopted by the Chamber of Commerce of the State of New York, urging upon the Senate of the United States the wisdom and necessity of the early ratification of the commercial treaty with the Republic of France.

MAIL FACILITIES.

APRIL 9TH. The Board endorsed the action of the President and the Chairman of the Committee on Postal Affairs, calling upon the Postoffice Department to place a St. Louis city distributor on Wabash trains arriving

in St. Louis at 2 o'clock P. M.; and also to establish a railway postoffice service on the Missouri, Kansas & Texas train leaving St. Louis at 8:16 A.M.

WEIGHING DEPARTMENT.

APRIL 18TH. The Board appointed a Committee on Weighing consisting of Messrs. Erich Picker, Thos. K. Martin, Geo. L. Graham, Geo. F. Powell and W. B. Harrison.

CHICAGO QUOTATIONS.

APRIL 27TH. The Exchange resumed the posting of Chicago quotations at 11 A. M., April 27th.

FRED. G. COCHRAN.

MAY 2ND. Resolutions of respect to the memory of Fred. G. Cochran, prepared by a committee consisting of Messrs. Hugh Ferguson, John Ring and Chas. E. Flack, were adopted by the Board.

RIVERS AND HARBORS CONGRESS.

MAY 2ND. The Board appointed Messrs. H. C. Haarstick, Web. M. Samuel and W. P. Kennett a preliminary committee to co-operate in arrangements for a proposed River and Harbor Congress to be held during the summer.

SOUTHERN INDUSTRIAL CONVENTION.

MAY 2ND. The Board appointed Mr. Web. M. Samuel to represent the Merchants' Exchange at the meeting of the Southern Industrial Convention to meet in Philadelphia, June 11th.

MISSISSIPPI RIVER.

JUNE 11TH. The Board of Directors of the Merchants' Exchange of St. Louis is in full accord with the St. Louis Manufacturers' Association in the effort now being made to place a line of steamers on the Mississippi River, to ply between St. Louis and New Orleans, and recommends to the members of the Exchange, interested in the coast trade particularly and in the commerce of the city generally, to give support and assistance to the enterprise, which cannot fail, if properly maintained, to be of great benefit to the trade of the city, as well as to all river towns.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

JUNE 11TH. The Board appointed Mr. H. R. Whitmore, Assistant Secretary, as a delegate to the meeting of the Illinois Grain Dealers' Association to be held at Decatur, Ill., June 11th and 12th.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

JUNE 11TH. The Board appointed Messrs. Wm. P. Kennett, John W. Noble and H. R. Whitmore to represent the Merchants' Exchange at the Trans-Mississippi Commercial Congress, to be held at Cripple Creek, Colo., July 16th.

ARMY AND NATIONAL GUARD CAMP.

AUGUST 7TH. The President appointed Messrs. Geo. J. Tansey, T. R. Ballard, O. L. Whitelaw, S. W. Cobb, W. P. Kennett and Fred. C. Orthwein a committee to represent the Merchants' Exchange at a meeting to be held at the Mercantile Club, on the 8th inst., to co-operate with the committees of the Mercantile Club and other organizations in securing for St. Louis the location of one of the large permanent camps for the Army and National Guard.

JOHN P. KEISER.

AUGUST 13TH. Resolutions of respect to the memory of John P. Keiser, prepared by a committee consisting of Messrs. E. O. Stanard, A. R. Moore, S. W. Cobb, Web. M. Samuel and Isaac M. Mason, were adopted by the Board.

DAVID BLOCK.

AUGUST 13TH. Resolutions of respect to the memory of David Block, prepared by a committee consisting of Messrs. Web. M. Samuel, H. F. Langenberg, Alex. H. Smith, W. B. Dean and P. C. Taylor, were adopted by the Board.

ADOLPH BANG.

AUGUST 13TH. Resolutions of respect to the memory of Adolph Bang, prepared by a committee consisting of Messrs. Alex. H. Smith, H. C. Haarsstick, John Wahl, Geo. H. Braun and C. H. Sieving, were adopted by the Board.

THOS. E. QUINLIVAN.

AUGUST 13TH. Resolutions of respect to the memory of Thos. E. Quinlivan, prepared by a committee consisting of Messrs. D. W. Clifton, Martin J. Mullally, Vincent M. Jones, C. F. Daly and M. J. Connor, were adopted by the Board.

GOVERNMENT CROP REPORT.

AUGUST 13TH. The Board disapproved the movement, inaugurated in New York, looking to a change in the time of issuing the monthly government crop report from 4 P. M. to 12 M., eastern time.

NATIONAL HAY ASSOCIATION.

AUGUST 13TH. The Board appointed Messrs. D. W. Clifton, Jas. W. Dye, Chris. Hilke, Chas. G. Simon, Martin J. Mullally, J. O. Ballard, John Mackey, Henry W. Mack, Louis P. Deibel, D. P. Byrne and W. J. Rae delegates to the meeting of the National Hay Association, to be held at Indianapolis, September 10th.

GRAIN DEALERS' NATIONAL ASSOCIATION.

AUGUST 13TH. The Board appointed Messrs. Erich Picker, George L. Graham, J. L. Messmore, H. R. Whitmore and R. S. Young delegates to the meeting of the Grain Dealers' National Association, to be held at Des Moines, Iowa, October 2nd.

IOWA GRAIN DEALERS' ASSOCIATION.

AUGUST 29TH. The Board appointed Assistant Secretary H. R. Whitmore to represent the Exchange at the Grain Dealers' Convention, to be held at Creston, Iowa, September 8rd.

PRESIDENT WILLIAM M'KINLEY.

SEPTEMBER 7TH.

Geo. B. Cortelyou, Secretary to the President, Buffalo, N. Y.:

The Merchants' Exchange of St. Louis, representing this business community, desires to express its sincere sorrow and grief at the calamity which has so suddenly come to the nation, in the attack upon its honored President. We hope and pray that an overruling Providence will preserve the life of our beloved Executive, and restore him to his devoted wife and to the people, who hold him in the highest esteem. Please convey to Mrs. McKinley our most profound sympathy in this hour of grief and anxiety.

JOHN BIRD.

SEPTEMBER 10TH. Resolutions of respect to the memory of John Bird, prepared by a committee consisting of Messrs. Jos. W. Steele, James P. Burdeau and W. T. Hickman, were adopted by the Board.

NATIONAL RIVERS AND HARBORS CONGRESS.

SEPTEMBER 10TH. The Board appointed Messrs. Isaac M. Mason, Jno. A. Ockerson, Henry P. Wyman, T. R. Ballard and J. Y. Lockwood delegates to the meeting of the National Congress on Rivers and Harbors to be held at Baltimore, October 8th.

DEATH OF PRESIDENT M'KINLEY.

SEPTEMBER 14TH. The Board ordered the Exchange closed for the day, and appointed Messrs. David R. Francis, C. H. Spencer, John W. Noble, Frank Gaiennie, S. M. Kennard, Chas. Parsons, J. C. Van Blarcom, H. C. Haarstick and O. L. Whitelaw a committee to prepare resolutions on the death of President William McKinley. On September 18th the following resolutions were adopted:

The President is dead. One of the noblest of men has passed away. The nation is bowed in sadness and sorrow. Words are inadequate to express the grief of the people at the loss of their Chief Executive, so highly esteemed and so sincerely beloved.

William McKinley was a man among men; his life was pure and unselfish; his honesty of purpose was never questioned; on the field or in the forum he manfully did his whole duty, earnestly striving for the right and for the welfare of his country. As the head of this great nation during a period requiring the highest wisdom and statesmanship, he won the admiration of the world by his wise administration of affairs, and his policy has come to be accepted by his countrymen as wise and just, and productive of the best results.

In private life he was kind, affable and gracious; a devoted husband, a kind neighbor, a sincere friend, a Christian gentleman.

His loss is a personal sorrow and a national bereavement.

To the affectionate, devoted wife, so lovingly and tenderly cared for, whose comfort and happiness was his first thought, and to whom his loss is irreparable, our hearts go out in tenderest sympathy and affection.

As an evidence of love and esteem to this great and good man, and as a mark of respect to the high position he occupied, it is ordered that the Merchants' Exchange be closed on the day of the funeral, and that the hall be draped in mourning for thirty days.

GEO. R. ROBINSON.

NOVEMBER 12TH. Resolutions of respect to the memory of George R. Robinson, prepared by a committee consisting of Messrs. R. P. Annan, Walker Hill, Michael McEnnis, L. F. Jones and Western Bascome, were adopted by the Board.

RIVERS AND HARBORS CONGRESS.

NOVEMBER 12TH. The Board of Directors of the Merchants' Exchange of St. Louis heartily endorse and approve the resolutions adopted by the National Congress on Rivers and Harbors, convened at Baltimore, October 8th and 9th, 1901, urging upon the Congress of the United States a liberal policy in the improvement, through systematic and adequate appropriations, of the waterways and harbors of the country.

The Board respectfully urges upon the honorable Senators and Representatives from Missouri to favor the passage of such a bill during the coming Congress, in the interest of the increasing internal and foreign commerce of the country.

NATIONAL BOARD OF TRADE.

NOVEMBER 26TH. Subjects presented by the Merchants' Exchange of St. Louis, for the consideration of the National Board of Trade at the Annual Meeting, to be held in Washington in January, 1902.

FINANCE AND CURRENCY.

Resolved, That the bullion in the Treasury be hereafter used for the coinage of subsidiary silver coin, as needed by the public, and not into silver dollars.

Whereas, The people and the banks of the United States are very large losers each year by the wear of small gold coins, which might be avoided by issuing gold certificates in their place by the government, and which are not now allowed of less than \$20.00;

Resolved, That Congress be requested to allow the issue of \$5.00 and \$10.00 gold certificates on deposits of gold bullion or gold coin of equal value in the Treasury.

Whereas, It is desirable to eliminate the issues of United States notes, which are only fiat money and originally issued under the stress of the war demands;

Therefore, We recommend to Congress the passage of such laws as shall gradually retire them, and that they be replaced by gold notes from the reserve funds in the Treasury, thus leaving the currency undiminished, the gold remaining in the Treasury against such issues for their redemption.

Resolved, That we request Congress to consider the propriety of amending the national banking laws so as to allow banks having a capital of such large amount as to insure safety in so doing, to establish branches in foreign countries for the promotion of export and import trade, that we may be thus on a footing with our great European competitors.

Resolved, That we recommend to Congress the propriety of considering amendments to the national bank acts to allow the issue of currency by banks based on their assets and secured by a safety fund to be raised by a tax on the issues sufficient to make the currency entirely safe, and to be under absolute government control.

Whereas, Much loss occurs to innocent holders of damaged, clipped, mutilated or abraded silver coin minted by the United States, on account of the Treasury Department paying for such coins only their bullion value, and thus the loss to the citizen is a gain to the government; therefore,

Resolved, That Congress be asked to provide by law that the Secretary of the Treasury be authorized to redeem such coins, giving for them by weight the proportionate value remaining to them compared with original amount received for them by the government.

WAR REVENUE TAX.

Whereas, Since the reduction made by the last Congress in war revenue taxation has not decreased the receipts from that source as much as had been expected and a further reduction may safely be made without detriment to the financial interests of the government, the National Board urges the further repeal of such taxation as has proved a burden to the commerce of the country, and especially of the tax on sales of agricultural products on commercial exchanges and stamps on stock certificates, and also the repeal of the entire act as soon as practicable.

ISTHMIAN CANAL.

The National Board of Trade urges upon Congress the importance of early action looking to the construction of an Isthmian Canal, as demanded by the increasing commerce between the West and the Far East.

DEPARTMENT OF COMMERCE AND INDUSTRIES.

The National Board of Trade has repeatedly advocated the establishment of a Department of Commerce and Industries, and believes that action by Congress establishing such a department would meet with the hearty endorsement and approval of the people.

RIVERS AND HARBORS.

The National Board of Trade urges upon Congress the passage at the present session of a rivers and harbors bill for the improvement of naviga-

ble waterways and of the harbors of the coast lines. Such expenditures by the government are needed to develop and increase our internal and foreign commerce, and will be approved and endorsed by the commercial interests of the country. It is the judgment of this board that appropriations should be made only for the improvement of waterways and harbors for the purpose of water-borne commerce.

INTERNAL WATERWAYS.

In the appropriations to be made by Congress for rivers and harbors the continued improvement of the navigable rivers of the West should receive special attention, and while the system of permanent improvement is being carried on it is of the utmost importance that an adequate navigable channel be maintained in the Mississippi River by the use of dredges and portable jetties in order that present river commerce may be facilitated, especially between the Missouri and Ohio rivers. The Board further urges requisite appropriations for the improvement of the Southwest Pass, in order to afford adequate facilities for ships of the largest class.

The Board also favors the construction of a ship canal between the Mississippi River and Lake Michigan, and that the Mississippi River Commission be authorized to investigate the practicability of such canal and the probable cost thereof.

FORESTRY.

The attention of the Congress is again called to the importance of the preservation of forests as necessary to the continued prosperity of agricultural, lumbering, mining and transportation interests, and urges legislation looking to the perpetuation of our forests and to the establishment of additional national parks and forest reserves.

POSTAL AFFAIRS.

The National Board of Trade heartily approves the action of the Postmaster-General in his efforts to purge the mails of second-class matter not entitled to transmission as such, and calls upon Congress for such legislation as will amend the laws relating to second-class mail matter and prevent the same being carried at a loss to the government.

CONSULAR SERVICE.

That the reorganization of the consular service in the interest of the constantly expanding foreign commerce of the country should have early and earnest consideration by Congress, and all appointments should be based upon business qualifications and not political preferment.

BANKRUPT LAW.

That the provision of the National Bankruptcy law, which provides against preferences and prevents a creditor who may have innocently received payments within four months prior to bankruptcy from proving

any claim he may have against the estate without surrendering such payments is a serious menace to the credit system, and the business interests of the country, and should be promptly repealed by Congress.

INTERSTATE COMMERCE LAW.

The National Board of Trade, in session assembled, urges Congress to pass such amendments to the Interstate Commerce Commission laws as will give force and effect to the findings and rulings of the commission and at the same time fully safeguard, protect and promote both the public and the transportation interests and welfare.

ADJOURNMENT SINE DIE OF THE NATIONAL BOARD OF TRADE.

The organization of the National Board of Trade in 1868, was an event of much importance to the commercial world, and its deliberations from year to year have demonstrated the benefit of co-operation and united action among business men.

It opened the way to the organization of national trade organizations, looking to the development of individual industrial lines, so that at the present time there are over seventy such bodies in the United States, each one devoted to the particular interest it represents.

The wide scope of subjects submitted annually for the consideration of the National Board of Trade renders it absolutely impossible to give to each the time and attention required for a thorough discussion and understanding of important measures, and probably for this reason the recommendations of the board have not commanded the attention of legislative bodies or secured such results as might have been expected from the deliberations of such a representative body of business men.

In view of these facts the Merchants' Exchange of St. Louis submits the following resolution for the consideration of the National Board:

Resolved, That at the close of the present session the National Board of Trade adjourn sine die.

Resolved, That the Executive Council, as now constituted, be authorized and instructed to close up all the business affairs of the board and to assess the constituent members, in accordance with the usual pro rata, for such an amount as may be required to pay all the obligations of the board.

WILLIAM M'MILLAN.

NOVEMBER 26TH. Resolutions of respect to the memory of William McMillan, prepared by a committee consisting of Messrs. Sam M. Kennard, L. B. Tebbetts, H. M. Blossom, Thos. H. West and Wm. C. Little, were adopted by the Board.

JURISDICTION OF MISSISSIPPI RIVER COMMISSION.

DECEMBER 10TH. *Whereas*, The City of St. Louis, as the commercial metropolis of the Mississippi valley, is vitally interested in such adequate improvement of the Mississippi River as will fully meet the demands of commerce; and,

Whereas, The shipping interests of this city have suffered severe losses during the past years, through failure of appropriations and consequent failure to maintain adequate depth of channel between this city and Cairo, while ample depths below the latter point have been maintained by means of an efficient dredging system inaugurated by the Mississippi River Commission; and,

Whereas, This said dredging plant is idle for long periods of time each year when there are good navigable depths below the mouth of the Ohio, while the channel in the Mississippi River above that stream is altogether inadequate for the requirements of navigation, at which time the said dredging plant could be advantageously employed in deepening and maintaining this channel; and,

Whereas, In the improvement of the Mississippi River, we believe that, both on the score of economy and for the earlier realization of the required channel depths, the best results will be obtained by treating the stream as a systematic whole, and by the vigorous prosecution of the work in such order as will best satisfy the demands of commerce; and,

Whereas, The organic act creating the Mississippi River Commission, entitled "An Act to provide for the appointment of a Mississippi River Commission for the improvement of said river from the Head of Passes, near its mouth, to its headwaters," manifestly assigns the improvement of the river to said Commission, which is held in the highest esteem by the people of the Mississippi valley; therefore, be it

Resolved, That the Board of Directors of the Merchants' Exchange of the City of St. Louis respectfully request and urge at the hands of Congress liberal continuing appropriations for the general improvement of the Mississippi River, and such legislation as may be deemed essential to enable the Mississippi River Commission to comply with the expressed terms of the organic act, and extend its improvement work from Cairo northward, at least as far as the mouth of the Illinois River.

Resolved, That our Senators and Representatives in Congress be requested to use their best efforts to secure favorable action from Congress on the above petition.

RUFUS J. DELANO.

DECEMBER 19TH. Resolutions of respect to the memory of Rufus J. Delano, prepared by a committee consisting of Messrs. R. F. Walker, L. B. Brinson, Edward M. Flish, John Thyson and T. H. Francis, were adopted by the Board.

GEO. A. MADILL.

DECEMBER 19TH. Resolutions of respect to the memory of Geo. A. Madill, prepared by a committee consisting of Messrs. E. O. Stanard, B. B. Graham, Walker Hill, Breckinridge Jones and L. D. Dozier, were adopted by the Board.

DELEGATES NATIONAL BOARD OF TRADE.

DECEMBER 19TH. The Board appointed the following delegates to represent the Merchants' Exchange of St. Louis at the meeting of the

National Board of Trade, to be held in Washington on January 21st, next: Messrs. E. O. Stanard, Charles Parsons, O. L. Whitelaw, Wm. P. Kennett and S. W. Cobb.

The Exchange was closed on the following days :

January 1st,	New Year's Day.
February 2nd,	Funeral of Queen Victoria.
February 12th,	Lincoln's Birthday.
February 22nd,	Washington's Birthday.
April 2nd,	City Election.
April 5th,	Good Friday.
May 30th,	Memorial Day.
July 4th,	Independence Day.
August 31st,	
September 2nd,	Labor Day.
September 14th,	Death of President McKinley.
September 19th,	Funeral of President McKinley.
October 10th,	St. Louis Fair Day.
November 28th,	Thanksgiving Day.
December 24th,	Day before Christmas.
December 25th,	Christmas Day.

REPORT OF ST. LOUIS TRAFFIC BUREAU.

BY E. S. THOMPkins, Commissioner.

JANUARY 4TH, 1902.

Board of Managers, St. Louis Traffic Bureau.

GENTLEMEN—Under your able direction, the work of the Traffic Bureau for 1901 has brought beneficial results, in the removal of many discriminations and a more favorable adjustment of rates for this market, which have proven profitable to our members.

The reduction in rates which was made on classes and commodities to points on the St. Louis & San Francisco and St. Louis, Iron Mountain & Southern Railroads, in Missouri and Arkansas; the reduction in the St. Louis-Memphis differential on Grain and Grain Products to certain Mississippi Valley Territory, as well as changes in the classification, with other changes of interest, have all been given to the members by circulars issued from this office.

The time of one person has been taken up the past year in giving information to members, such as the quotation of comparative rates on Grain and Merchandise; the compilation of comparative rates for our manufacturers of Soap, Coffins, Paint, etc. The increase in the number of requests of this nature shows that many of our members are acquainted with the value of this feature of the Bureau, in helping them to extend their trade.

The Traffic Bureau has been represented at a number of important conferences of railroad officials, and the changes which were needed for the Grain trade and the merchants explained to them in detail. In addition to this, the various lines have been made acquainted with the difficulties our members find in extending their trade into territory reached by their individual roads.

A number of investigations of poor freight service from St. Louis have been made, with beneficial results, but much more could be accomplished if members would give specific reference to the shipments complained of.

I attach hereto a list of circulars issued by this office, showing the results of our work and other information of value to our members.

LIST OF CIRCULARS ISSUED IN 1901.

New merchandise rates to points on the Cairo division of the C., C., C. & St. L. Ry.

Rates on merchandise to new towns on the B., E. & S. W. and St. L. & S. F. Rys.

Business to Santiago and Cienfuegos, Cuba, and the rate conditions governing them.

Rates to landings on the Tennessee River, to and including Chattanooga.

New rates on merchandise from St. Louis, Cairo, Memphis, New Orleans and Kansas City to Arkansas common points.

New rates to points on the C., O. & G. Ry. in Arkansas.

Notice of meeting of Western Classification Committee on May 14th, 1901.

Rates to new towns on the St. Louis & Northern Arkansas Railroad.

List of petitions for changes in the Western Classification.

Reductions in rates on iron articles to points on the St. L. & S. F. R. R. in Arkansas.

Supplementary list of petitions for changes in the Western Classification.

Rates on merchandise to new towns on the St. L., K. C. & Colo. R. R.

Reductions in rates on boots and shoes, saddletrees, material, etc., between East St. Louis and Chicago.

Changes authorized at meeting of Western Classification Committee.

Reduction in rates to local points on the Frisco in the Indian Territory.

Merchandise rates to points on the Frisco System between Springfield and Memphis.

Merchandise rates to points on the St. L., I. M. & S. Ry. in Arkansas.

Comparative Rate Sheet showing class rates from St. Louis, East St. Louis, Chicago, New York and interior jobbing towns to all points in Illinois.

Notice of meeting, Western Classification Committee, in St. Louis, January 14th, 1902.

New rates to points in Oklahoma and Indian Territory, with advances made.

Comparative Rate Sheet showing rates from St. Louis, Memphis, Louisville, Cincinnati and New York to principal points in Tennessee.

List of petitions for changes in the Western Classification.

Rates on grain and grain products to points on the Mobile & Ohio R. R.

Rates on grain and grain products to points on the Illinois Central in Tennessee and Mississippi.

Reconsignment of grain, grain products and hay to the Southeast.

Advance in rates on grain and grain products to points south of Cairo on the Mobile & Ohio Railroad.

Rates on grain and grain products to junction points in Mississippi.

Rates on grain and grain products to local points on the Illinois Central Railroad south of Cairo.

Change in rates on grain and grain products to local points on the Illinois Central Railroad south of Grenada, Miss.

New East-bound rates on grain and grain products.

Rates on grain from all points in Oklahoma and Indian Territories to St. Louis, Galveston, Kansas City and Memphis.

Reductions in rates on wheat from points on the Frisco in Oklahoma.

Reductions in rates on wheat from points on the C., O. & G. R. R. in Oklahoma.

Proportional rates on grain and grain products to common points in Arkansas and Louisiana.

Proportional rates on grain from points on the C., R. I. & P. Ry. to Ft. Worth, Tex.

Rates on grain from all points in Iowa to St. Louis, Chicago, St. Paul and Kansas City.

East-bound rates on grain and grain products.

Rates on grain from all points in Kansas to St. Louis, Galveston, Kansas City and Memphis.

New proportional rates on grain and feed to points in Texas.

Reconsignment of grain and grain products to points in Texas.

Advance in rates on grain and grain products to Tennessee and Mississippi junctions.

Reduction in rates on corn and oats from Illinois and Iowa to points in Texas.

ST. LOUIS IN 1900 AND 1901.

	1900.	1901.
Area, square miles.....	62½	62½
Population.....	575,238	600,000
Real Estate and personal, assessed value.....	\$380,779,280	\$384,722,700
Bonded debt.....	\$18,916,278	\$18,916,278
Houses erected, number, 2,069 in 1900; 3,722 in 1901; cost.....	\$7,750,000	\$18,207,991
River front, miles.....	.19	.19
Public parks, number, 18, acres.....	2,125	2,125
Paved streets, miles, 445½; cost.....	\$26,250,000	\$27,000,000
Paved alleys, miles.....	110	115
Sewers, miles, 507½; cost.....	\$11,392,800	11,651,075
Conduits for under-ground wires, miles.....	186	141
Water supply, capacity gallons per day.....	100,000,000	100,000,000
Water supply, average daily consumption.....	.....	65,891,086
Receipts from water licenses.....	\$1,591,062	\$1,712,986
Public Schools, number, 186; Teachers, 1,751; Scholars, 1901, 82,712; cost.....	\$5,500,000	\$5,887,850
New Union Station, covers acres.....	11	11
Railroad lines terminating in St. Louis.....	24	28
Street Railroads, miles single track.....	465	451
Passengers carried.....	106,968,411	182,948,251
Revenue of the City from taxation.....	\$5,557,401	\$5,706,811
Death rate per thousand.....	16.5	17.68
Post Office, cash receipts.....	\$2,081,664	\$2,240,429
Post Office, Pieces of Mail originating in St. Louis.....	225,085,670	245,784,171
Tonnage, Total tons received.....	15,887,451	17,886,828
Tonnage, Total tons shipped.....	9,426,889	10,852,836
Manufactures, product, estimated.....	\$340,000,000	\$350,000,000
Bank clearings.....	\$1,688,849,494	\$2,270,880,216
Bank and Trust Companies, capital and surplus.....	\$42,786,587	\$59,387,970
Tobacco, manufactured, pounds.....	76,170,~50	80,768,888
Breweries, output, gallons.....	70,791,698	78,050,402
Grain, receipts, bushels.....	61,144,804	60,059,798
Flour manufactured, barrels.....	1,846,059	1,505,284
Public Elevators, 8; capacity, bushels.....	8,700,000	7,000,000
Private Elevators, 14; capacity, bushels.....	1,965,000	2,906,000
Lead received, pigs.....	1,577,443	1,800,236
Zinc and Spelter, slabs.....	979,080	2,028,326
Cattle received, number.....	736,800	969,881
Hogs received, number.....	2,156,972	2,236,945
Sheep received, number.....	484,138	534,115
Horses and Mules received, number.....	169,082	149,716
Cotton, receipts, bales.....	1,011,587	913,828
Coal (all kinds) received, tons.....	4,360,299	4,902,713
Dry Goods, Notions, and kindred lines..... Sales.....	\$90,000,000	\$100,000,000
Groceries and kindred lines.....	\$70,000,000	\$85,000,000
Boots and Shoes.....	\$37,500,000	\$43,500,000
Tobacco and Cigars.....	\$40,000,000	\$45,000,000
Hardware, shelf and heavy.....	\$31,500,000	\$37,500,000
Woodenware.....	\$8,500,000	10,000,000
Lumber.....	\$22,000,000	\$25,000,000
Candles.....	\$3,750,000	\$4,500,000
Beer.....	\$16,000,000	\$17,624,285
Clothing.....	\$3,500,000	\$7,000,000
Furniture and kindred lines.....	\$36,000,000	\$33,000,000
Stoves and Ranges.....	\$2,500,000	\$5,000,000
Agricultural Machinery and Vehicles.....	\$18,000,000	\$21,500,000
Iron and Steel and Wagon Material.....	\$12,500,000	\$15,000,000
Electrical Machinery, Goods and Supplies.....	\$23,000,000	\$25,000,000
Paints and Paint Oils.....	\$6,000,000	\$7,000,000
Saddlery and Harness.....	\$5,000,000	\$5,500,000
Hats, Caps and Gloves.....	\$4,500,000	\$7,500,000
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals..... Sales.....	\$35,000,000	\$40,000,000
Glass, Glassware and Queensware.....	\$5,500,000	\$5,500,000
Brick, Terra Cotta and Clay products.....	\$4,000,000	\$4,000,000
Wool, receipts, 17,000,790 lbs. 1900; 25,877,110 lbs. 1901; value.....	\$7,000,000	\$10,500,000

REVIEW.

The City of St. Louis during 1901, received its full share of the industrial prosperity of the country. In every line of business and manufacture the reports show decided gains with bright prospects for the coming year.

Business prosperity is reflected in the increase of buildings erected both for business and manufacturing as well as residence purposes. The value of building permits issued in 1901, aggregated \$13,207,991, while those for the previous year were \$5,916,984. During the last half of the year few dwellings were for rent and parties seeking a home found great difficulty in securing a desirable residence, indicating an increase in population greater than the increase in building.

The same was true as regards business structures. Although a large number of commodious warehouses and stores were erected, they were occupied as soon as completed and new firms coming to the city had difficulty in finding suitable accommodations.

The fact that a great World's Fair is to be held in St. Louis in 1903, drew the attention of the country to this city and numerous inquiries were received in regard to the facilities for manufacturing plants and for wholesale business. A number of establishments removed to St. Louis from other cities, among which were a new department store from Richmond, Ind., a clothing house from Nashville, Tenn., a furnishing goods establishment from Cincinnati, a woolen mills firm from Kentucky, while a galvanized iron wire factory was erected in North St. Louis and plans were made for a Portland cement plant, and steps were taken late in the year looking to the establishment of a large underwear factory now located in the East.

The manufacturing industries were very active during the year and many factories enlarged and others projected. While there is no report upon which to base an estimate of the product it is safe to say that the amount of output will be between \$350,000,000 and \$400,000,000. With plenty of the raw material at hand, with cheap coal and unsurpassed facilities for distribution in all directions, St. Louis offers many inducements for additional manufacturing establishments.

Probably there was no one factor indicating more forcibly the condition of trade than the clearings of the banks. These show a most satisfactory increase, being for the year \$2,270,680,216 as against \$1,688,849,494 in 1900, an increase equal to nearly 35%.

The banking capital has been increased during the year by the establishment of several new trust companies, making the banking capital and surplus at the close of the year \$59,337,970.

There was great activity in local stocks and bonds, the high prices realized showing the strength and prosperity of all our financial institutions.

The post office returns reflect also with great accuracy the volume of business transacted. The cash receipts of the St. Louis Post Office for the year were \$2,240,429.72, being an increase of \$208,764.95 over the previous year.

The internal revenue receipts also give a clear indication of manufacturing activity. The revenue for the year ending June 30th was about \$16,000,000, making this the 4th city in volume of revenue collections.

The large increase in volume of business is very forcibly illustrated in the amount of tonnage received and forwarded which includes all kinds of freight, both local and through.

The total tonnage handled in and out during the year was 28,758,664 tons as compared with 25,313,340 tons in 1900, an increase of 13 $\frac{1}{2}$ %. The local tonnage received, exclusive of coal which is practically all local, was 7,970,262 tons against 6,573,975 tons last year, a gain of over 20%, showing the increased business of the city. The receipts of coal were 4,902,713 tons as compared with 4,360,299 tons the previous year.

In the lines of business transacted on the floor of the Merchants' Exchange the year was most satisfactory. Although there was a decrease of 18% or nearly five million bushels in receipts of corn, owing to the drought of the past summer, the aggregate receipts of grain show a loss of only 1,085,007 bushels, the receipts of other grains having exceeded the previous year. If the receipts of flour reduced to wheat, are included the receipts of 1901 would be 69,827,264 bushels as against 69,555,619 bushels in 1900, a most satisfactory showing. The flour trade also made a good record, there being an increase in both the amount manufactured by city mills and the receipts from country points. In many other articles, notably in provisions, hay, tobacco, lead, live stock and wool, the amount handled was greater than heretofore.

In speculative lines there was a larger and more satisfactory business than for several years, there being an active market most of the year.

In the various jobbing lines comes the same unanimity of reports—enlarged business and satisfactory results.

A review of the dry goods trade in the City of St. Louis for the year 1901, would be a in large measure to repeat the record for the year 1900 and the previous years. The extraordinary increase of this branch of commerce of the City of St. Louis in the past decade has been fully maintained the past year. The dry goods trade of St. Louis not only retained the increases recorded in previous years but largely added thereto, every establishment finding it necessary to add to its capacity for handling the business offered.

The increase in the sales of dry goods, furnishing goods, notions, silks, millinery and kindred lines for the year 1901, is between 25% and 30% over that of 1900, making the sum total well over \$100,000,000, notwithstanding that values for 1901 were on a slightly lower level than for the year 1900.

This remarkable growth of the wholesale dry goods trade of St. Louis is attained without adding thereto the volume of the smaller retail distributors of dry goods, except in so far as their purchases swell the sales of the wholesale establishments.

The new territory gained during the past years has not only been retained, but the volume of trade has also been increased.

The remarkable growth of the dry goods trade of St. Louis has become its best argument for retaining the old business and securing new trade in sections that have been doing business in other jobbing centers.

In no line has there been more marked advance than in the manufacture and distribution of shoes. St. Louis now holds at least second place in the manufacture of shoes and is the largest jobber west of the Alleghenys.

During the past year new factories have been erected, and old ones enlarged and the output is at least 30% greater than last year, while the total sales have increased from \$37,500,000 in 1900, to \$43,500,000 in 1901. A more detailed statement of the shoe trade will be found on another page.

The remarkable growth of the hardware business for several years has continued during the past year, and there has been a very considerable increase in the volume of sales. The business of the year of shelf hardware and kindred goods was fully \$25,000,000 and if to this is added heavy hardware, and the larger retail houses are included, the total hardware sales may be fixed at \$37,000,000.

The jobbing hat interests have kept pace with other lines and reports show an increase of nearly or quite 25% with sales aggregating \$7,500,000 for the year.

St. Louis has made rapid progress in the clothing trade and nearly all sold is made in St. Louis; the business is growing year by year. Reliable reports give the output for the year at \$7,000,000.

In groceries, reports show an increase of 20% to 25%. This was not on account of advance in value as some of the staple goods were sold at lower prices than the previous year, but was a legitimate increase in business. The volume of sales may be stated at \$85,000,000. A more comprehensive statement of the grocery trade will be found on another page.

St. Louis has always been prominent in the saddlery trade, and the past year was no exception. The business increased very largely the first half of the year, but fell off the latter part, but for the whole season the increase was perhaps 10%, making the total output \$5,500,000.

A decided increase is reported in the trade in iron, steel and kindred material, including architectural iron, bridge material and other forms of iron used in construction—the total output would reach \$15,000,000.

In stoves and ranges the position of this city as the leading stove market in the country has been well maintained. The advance made in production was at least 12½% with total sales at \$5,000,000.

Reports from the paint oil trade give the total output at \$7,000,000, an increase of 16½% over 1900. This city is becoming more and more of a paint center every year.

In drugs and proprietary medicines, St. Louis still holds the first place in the west. The business is increasing yearly and a larger territory is being covered. The sales for 1901 of drugs, chemicals, proprietary medicines and kindred lines are given at \$40,000,000.

The business in glassware, queensware and goods pertaining to that line is making great progress, and it is stated that American-made goods are taking the place of imported wares very rapidly. A new feature of the trade was the establishment during the year of a plant for the production of fine cut glass, an industry heretofore unknown in St. Louis. The sales of queensware houses approximated \$2,500,000, and if to this is added the sales of plate and window glass and other glass productions, the total would reach \$5,500,000.

It is a well-known fact that in the manufacture of tobacco St. Louis leads the world, manufacturing at least 25% of the output of the country. The amount increases year by year and for 1901 was 80,766,883 pounds against 76,170,850 pounds in 1900. The sales of tobacco and cigars were \$40,000,000.

St. Louis is the largest manufacturer of both railroad and street cars in the country. All the plants were fully engaged during the entire year. Street cars are shipped to all points of the world and it is estimated that 3,000 cars are made annually, valued at \$12,000,000 to \$15,000,00.

The brewery interests is one of the most prominent of St. Louis industries. It is estimated that \$35,000,000 capital is invested in the business and the product is sold in every country on the globe. The amount manufactured during the past year was 78,050,402 gallons, valued at \$17,624,285.

The cotton trade of St. Louis is an important one and adds much to the business of the city. During the cotton year, ending August 31, 1901, the gross receipts were 973,497 bales, of which the local receipts handled by our factors were 239,628 bales, representing a value of over \$10,000,000.

In many additional lines and in fact in every line of trade in the city there was an increased and satisfactory business, and the future is bright and hopeful. Our people are energetic, active and progressive and are making every effort to increase the trade and commerce of the city, to re-construct its streets, perfect its sanitary condition, beautify its surroundings and to make the city an object lesson to the millions of people who will visit it and its great Fair in 1903.

THE WORLD'S FAIR, ST. LOUIS.

CELEBRATING THE CENTENNIAL OF THE PURCHASE OF THE LOUISIANA TERRITORY, 1803.

By WALTER B. STEVENS, Secretary Louisiana Purchase Exposition Company.

One year ago the Louisiana Purchase Exposition was in the realm of suggestion. National authority for it waited upon Congress. Legislation by State and Municipal Assembly to make effective Constitutional Amendments, authorizing financial support was prospective. At the beginning of 1901 subscriptions to the capital stock were not complete. There was no World's Fair Company, only a provisional committee. The whole enterprise was in the preliminary organization stage.

It seems hardly credible that a twelve month has covered the necessary enactments by Congress, the State Legislature, and the Municipal Assembly; has brought to pass the organization of the company; has accomplished the selection and grading of the site; the appointment of the executive heads, the completion of plans for exhibit palaces, the letting of many contracts and the performance of much physical work.

Less than nine months ago controversy was waging on the question of location. Public sentiment was divided. Partisans argued long and well for their respective choices. In the light of progress it does not now seem as if any other place than Forest Park could have been seriously considered. One element of doubt, if not of positive antagonism, regarding the occupation of the park, was based on apprehension that Washington University in its new environment might suffer from this close proximity to the Exposition. But with the hearty concurrence of the university trustees the great stretch of campus and all the model buildings have become a part of the World's Fair. By the stroke of the pen the 110 acres of the university have been added to the 668 acres of the park site. The great granite front of the university quadrangle, overlooking eastward the park, has become the Administration Building for the Fair, and is being occupied by the official staffs. The calendar of successive steps toward realization is without precedent in Exposition evolution.

In January the raising of five millions of dollars in popular subscriptions was completed.

February brought the Legislative enactments by State and City, contributing one million of dollars by the former and five million of dollars by the latter to the Exposition.

March placed the seal of National approval and authority by Act of Congress appropriating five millions of dollars and providing for the National Commission, which the President of the United States promptly appointed.

Thus the first quarter of the year carried the enterprise to the assurance of financial success, and to official recognition by the Nation.

In April the local company was incorporated with the election of 93 directors.

May witnessed the organization through the selection of officers, and the beginning of work along many lines through committees of directors. Public interest culminated in the tender by the city of any of the parks for the site.

In June, after an exhaustive investigation and protracted hearings, the western half of Forest Park, heavily wooded, diversified in topography, situated in the western part of this oval-shaped city, was chosen as the location, contiguous territory to be added as found necessary.

The second quarter of the year brought the project through the stage of organization and to the initiation of physical work.

In July a commission of nine firms of architects, the most eminent in the land, representing half a dozen cities, was organized. To this commission was given the task of planning the exhibit palaces and their arrangement on the grounds.

August produced results in the adoption of the comprehensive designs for the improvement of the site and for the group of main exhibit palaces. The Board of Directors appropriated five millions of dollars for the commencement of construction.

In September, the President of the United States, upon the progress certified by the National Commission, issued a proclamation officially declaring the Exposition fully provided for, and inviting all the nations of the earth to participate. Official notices went forth to every capital on the globe.

The third quarter advanced the Exposition to its international position.

October brought development of the executive forces, with provision for four grand divisions, to be presided over by officials designated as Director of Exhibits, Director of Works, Director of Exploitation and Director of Concessions and Admissions. Two of these places were at once formally filled.

With November came the fruition of carefully conducted negotiations in the addition of the 110 acres of Washington University campus and of the one million, five hundred thousand dollars in practically completed buildings to the World's Fair site. Upon the perfected plans for the eight main exhibit palaces the Directors and the National Commission placed approval.

December found the wilderness of forest transformed into building sites with grading under way; the contract for enclosure let; the plan for an elaborate sewer system completed and the contract given. On the 20th of

the month, the anniversary of the transfer of the Purchase to American sovereignty, ground was broken on the site with formal and impressive ceremonies.

Countless minor details have been put behind.

Day by day the progress of the Louisiana Purchase Exposition might be noted. The twenty-three thousand subscribers have paid two assessments, 30%, on the \$5,000,000 stock. The City of St. Louis has prepared the issue of \$5,000,000 of bonds. Chiefs of Departments, under the four Directors of Divisions, have been named. The best Exposition talent of the whole country has been drawn upon. The classification divided into fifteen departments, 144 groups, and 807 classes, has received final approval and has been sent out to thousands of intending exhibitors. Rules and regulations, abounding in details of official information, have been promulgated. Acceptances to the invitation of the President of the United States have been received from fully one-half the nations of the earth, with indications justifying the hope of a Universal Exposition.

But it takes more than money, more than organization, more than construction to make an Exposition. More than all these, the Louisiana Purchase Exposition will have. Its distinctive character is already casting shadows before.

By the Centennial, at Philadelphia, manufacturing industry in the United States was given a tremendous impetus, which has had far-reaching and continuing effect upon the National development.

Through the World's Columbian Exposition, at Chicago, the artistic sense of the American people was aroused and encouraged mightily.

What shall be the genius of the Louisiana Purchase Exposition? Ten years ago an independent department of education had no place in a World's Fair. Educational exhibits were classed in a group and were displayed in a gallery corner of a main exhibit building.

In the classification adopted and promulgated for the Louisiana Purchase Exposition, education is Department A on an alphabetical list which ends with P—Physical Culture.

"Sound mind in healthy body!" The Latin sequence is observed in the scope of the Louisiana Purchase Exposition.

Eight groups and twenty-six classes go to make up this foremost of the departments of the Louisiana Purchase Exposition. At Paris the educational exhibits made by the United States in 1900 were the wonder of all other nations. At St. Louis, American educational methods will be elaborated on a much more impressive plan. The chief of this department was nominated by twenty-five of the foremost educators of the land, a committee of college presidents and teachers chosen by the National Educational Association. Education will have its own palace of exhibits—one of the most imposing of the main buildings, most centrally located, and offering several acres of floor space for display.

A second building, designed in its interior arrangements for the purpose, will house a series of international congresses upon science, literature and

art. These congresses will constitute an independent department with its own organization, but supplementary to the general motive which ranks education as broadest of the Exposition's purposes.

Art is Department B in the classification, to be housed in a building for which one million of dollars has been set apart. And art will mean something more than wall space with pictures. The inspiration of the educational plan again finds its expression in this department. For the first time in an international exposition special galleries will be provided for models of buildings, sculptural decorations, mural paintings, wood carvings and decorative details. The classification of this department is upon a plan much more comprehensive than heretofore. The Exposition buildings and their decorations will be recognized as exhibits of the Art Department, entered for such awards as may be conferred.

One more feature, as indicative of this dominating characteristic of the Louisiana Purchase Exposition, educational in the best sense, may be mentioned. For the first time in exposition history, social economy is magnified into one of the great departments. In this department twentieth century reform ideas and suggestions will be given full opportunity. Thirteen groups and fifty-seven classes are comprised under social economy. Among the groups are municipal improvement, public health, charities and corrections, general betterment movements, the liquor question, the housing of the working classes, provident institutions, methods of industrial remuneration, organization of industrial workers, State regulation of industry and labor.

Liberal arts and manufactures are not combined as heretofore, but are made separate and distinct departments, each with its chief. Three buildings will be provided. One of the three buildings will cover fourteen and another seven acres of space. Under liberal arts the Louisiana Purchase Exposition will classify appliances and general processes which belong to literature, science and art. Under manufactures will be grouped the articles of necessity, utility and luxury. Textiles will constitute a section in a separate building. Machinery will be a department independent of liberal arts and manufactures. In four great groups will be shown steam engines, motors, general machinery and machine tools. The department of electricity will present the approved types of dynamos and motors, the newest ideas in telegraphy and telephony, the systems of electric lighting, the uses of the current in all of the latest forms.

In the department of transportation this Exposition will do more than include exhibits of vehicles past and present. It will explore the future. It will endeavor to stimulate, by holding out great inducements, practical results in aerial navigation far beyond anything the world has yet known. There will be a small fortune for the inventor who presents a solution of the great problem in aerostatics. A tournament with from \$100,000 to \$200,000 in prizes will bring together, in competition, the aeronauts of the world.

Agriculture will be housed in the greatest of the exhibit buildings, perhaps the largest exposition building ever erected. In this department,

live stock, bee culture, dairying and special crop growing, farm engineering, farm buildings and farm transportation, will constitute important groups. Food and food products and all the appliances pertaining to them will receive exhaustive attention.

Horticulture, often classed as part of agriculture by experts in exposition work, is made a department of itself in the Louisiana Purchase classification. Under this head will be classed viticulture, pomology, aboriculture and floriculture.

Forestry is also a distinct department. Forest products, an industry which stood for nine hundred millions of dollars in the United States in 1900, will be given such an opportunity as never before conceded.

In mines and metallurgy it is the purpose to show not only the minerals but the successive steps which make those minerals useful. Processes from mining the ore through the metallurgical stages to the finished product will be in operation.

In the department of fish and game are comprised groups of hunting and fishing equipment and products.

For the department of anthropology, to illustrate prehistoric man, there is in contemplation a reproduction of the famous ruins of Mitla of Southern Mexico.

Social Economy will be distinguished as one of the great departments of this Exposition. Social economic exhibits have been receiving increasing recognition in Expositions, but have never before been accorded a separate department and building.

A Washington University structure, containing a number of halls, will be erected and specially adapted to International Congresses.

In an amphitheatre and upon an athletic field will be conducted, under a chief of physical culture, games, tournaments and sports, the series of programmes occupying the Exposition period.

The Louisiana Purchase Exposition was not actually assured until Congress, on the 3rd of March, 1901, passed the Act conferring government sanction, and making the government a third partner in the capital of \$15,000,000 to be expended.

States and Territorial Legislatures, then in session, followed with surprising promptness, making appropriations and providing for commissions to represent their interests at the Exposition. Missouri leads in the list of States with \$1,000,000, Illinois is second with \$250,000. In some States where Legislatures have not been in session since the Exposition was made a certainty, commissions have been named by the governors, and movements to insure participation through voluntary contributions have been inaugurated. In the ten months which have elapsed since action at Washington favorable steps have been taken formally in more than half of the States.

A feature which will be among the most interesting, and which will distinguish the Louisiana Purchase Exposition from all former Expositions, will be participation by the Islands of the United States. Hawaii, Porto

Rico and the Philippines, not to mention those smaller islands, Guam and Tutuila, over which the American flag now floats, will occupy no inconsiderable space.

Such progress in preparations as has characterized 1901 could have been achieved only with zealous co-operation of a united community. An antagonistic, aggressive minority might have caused delay. How thoroughly and heartily the City of St. Louis is committed to the success of this great enterprise was shown in an election, held in October, to amend the city charter. The amendments, if not vital, had a most important relation to the Fair. They were framed to give boulevards, sewer extension, street pavement and other municipal betterments on such a scale as to make a new St. Louis. They were designed to warrant the expenditure of ten millions of dollars in improvements. They were adopted by a marvelous majority. Almost five-sixths of the votes cast were affirmative.

This record of twelve months' progress toward a World's Fair made by the Company, by the City of St. Louis, by the fourteen States and Territories of the Louisiana Purchase, by the Nation, by the world, has no parallel precedent in the history of Expositions.

FINANCIAL REVIEW.

By T. A. STODDART, Manager of the St. Louis Clearing House.

Upon an examination of the subjoined statement, it will be seen that the year 1901 has broken all previous records of transactions in local financial circles, the increase in capitalization is a remarkable feature, added to which is a large increase of deposits.

The banks and trust companies distribution of liberal dividends to share holders is evidence that the business of the year has proven profitable.

The daily clearings for the year show a steady gain over corresponding dates of all previous years.

In comparison with the total for the year 1900, which was the former record year, when the aggregate was \$1,688,849,494, the year 1901 foots up \$2,270,680,216, an excess of \$581,830,722 nearly 35 %.

Between the years 1872 and 1901 a large increase in the volume of business is shown.

In 1872 there were 58 banks with capital and surplus of \$20,196,098. Clearings for the year \$494,535,276. In 1901 there were 80 banks and trust companies with capital and surplus of \$59,337,970. Clearings for the year \$2,270,680,216.

The comparative figures of the nineteen banks and eight trust companies between December, 1900, and December, 1901, is as follows:

	Dec., 1900.	Dec., 1901.	Increase.
NINETEEN BANKS—			
Capital and Surplus.....	\$ 27,222,878	\$ 30,059,968	\$ 2,837,085
Deposits.....	120,947,932	139,749,918	18,801,986
Loans.....	85,960,533	106,474,624	20,514,091
Cash.....	47,270,554	48,622,745	1,352,191
Total Resources.....	\$156,698,408	\$180,877,716	\$ 24,179,308
EIGHT TRUST COMPANIES—			
Capital and Surplus.....	15,062,660	29,273,007	14,215,347
Deposits.....	35,106,580	54,122,373	19,016,293
Loans.....	29,756,435	50,201,026	20,444,591
Cash.....	10,373,521	13,468,695	3,095,174
Total Resources.....	\$ 50,169,240	\$ 83,400,880	\$ 33,231,640
COMBINATION OF BANKS AND TRUST COMPANIES—			
Capital and Surplus.....	\$ 42,285,539	\$ 59,337,970	\$ 17,052,432
Deposits.....	156,054,512	193,872,791	37,818,279
Loans.....	115,716,968	156,675,650	40,958,682
Cash.....	57,644,075	62,091,440	4,447,365
Total Resources.....	\$208,667,648	\$264,278,596	\$ 57,410,948

TRADE AND COMMERCE OF

COMPARATIVE CONDENSED STATEMENTS OF NATIONAL AND STATE
BANKS OF THE CITY OF ST. LOUIS.

	December 1900.	December 1901.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 85,960,533 83	\$106,474,628 57	\$ 20,514,090 24	\$
Bonds and Stocks....	21,832,710 41	24,371,210 81	2,538,499 90	.....
Real Estate.....	2,114,610 21	1,509,187 63	.....	605,422 56
Cash and Exchange..	47,270,554 85	48,622,744 78	1,352,190 48	.....
Total 19 Banks...	\$156,698,408 80	\$180,877,716 81	\$ 24,784,780 57	\$ 605,472 56
LIABILITIES—				
Capital.....	\$ 16,900,000 00	\$ 17,900,000 00	\$ 1,000,000 00	.....
Surplus.....	10,822,878 48	12,159,963 04	1,337,084 56	.....
Circulation.....	8,527,597 50	11,067,885 00	2,540,287 50	.....
Deposits.....	120,947,932 82	139,749,918 27	18,801,985 95	.....
Total 19 Banks...	\$156,698,408 80	\$180,877,716 81	\$ 24,179,808 01	.....

COMPARATIVE CONDENSED STATEMENTS OF EIGHT TRUST COMPANIES.

	December 1900.	December 1901.	Increase.
RESOURCES—			
Loans.....	\$ 29,756,485 01	\$ 50,201,025 91	\$ 20,444,540 90
Bonds and Stocks....	9,046,074 14	17,809,170 21	8,763,096 97
Real Estate and Fixtures.....	988,269 98	1,921,989 85	933,719 87
Cash and Exchange.....	10,878 521 40	18,468,694 52	8,086,176 52
Total.....	\$ 50,169,240 53	\$ 88,400,880 89	\$ 38,231,639 86
LIABILITIES—			
Capital.....	\$ 8,250,000 00	\$ 14,625,000 00	\$ 6,375,000 00
Surplus.....	6,812,660 50	14,658,007 87	7,845,346 87
Deposits, etc.....	35,106,580 03	54,122,878 02	19,016,297 99
Total.....	\$ 50,169,240 53	\$ 88,400,880 89	\$ 38,231,639 86

BANKS AND TRUST COMPANIES COMBINED.

	December, 1900.	December, 1901.	Increase.
RESOURCES—			
Loans.....	\$ 115,716,968 34	\$ 156,675,649 43	\$ 40,958 681 14
Bonds and Stocks....	30,888,784 55	42,080,380 52	11,191,596 97
Real Estate.....	2,107,820 19	3,431,127 00	1,323,306 81
Cash and Exchange.....	57,644,075 75	62,091,459 70	4,447,383 95
Total.....	\$ 206,867,648 83	\$ 264,278,596 70	\$ 57,410,947 87
LIABILITIES—			
Capital.....	\$ 25,150,000 00	\$ 32,525,000 00	\$ 7,375,000 00
Surplus.....	17,185,548 98	26,812,970 41	9,627,421 43
Circulation.....	8,527,597 50	11,067,885 00	2,540,287 50
Deposits.....	156,054,512 35	198,872,791 29	42,818,278 94
Total.....	\$ 206,867,648 83	\$ 264,278,596 70	\$ 57,410,947 87

STATEMENT OF CAPITAL AND SURPLUS OF NINETEEN BANKS AND
TWELVE TRUST COMPANIES.

		TOTAL.
Banks, statements appearing on preceding pages:		
Capital.....	\$ 17,900,000	
Surplus.....	12,159,963	\$ 30,059,963
Trust Co.'s statements appearing on preceding pages:		
Capital.....	14,625,000	
Surplus.....	14,658,007	29,278,007
Title Guarantee Trust Co., does not do a banking business:		
Capital.....	1,500,000	
Surplus.....	750,000	2,250,000
Colonial, commenced business January 6, 1902:		
Capital.....	1,500,000	
Surplus.....	1,500,000	3,000,000
In process of organization, two companies:		
Capital.....	3,000,000	
Surplus.....	2,500,000	5,500,000
TOTAL.....		\$ 70,087,970

DIVIDENDS PAID SHAREHOLDERS 1900 AND 1901.

	1900.	1901.
Banks	\$1,408,000 00	\$1,524,000 00
Trust Companies	577,000 00	1,080,000 00
	<u>\$1,985,000 00</u>	<u>\$2,604,000 00</u>

CLEARING-HOUSE STATISTICS.

ANNUAL CLEARINGS SINCE ORGANIZATION.

Year.	Amount.	Year.	Amount.	Year.	Amount.
1869.....	\$ 202,195,745	1880.....	\$ 711,459,489	1891.....	\$1,130,599,575
1870.....	387,407,729	1881.....	832,681,530	1892.....	1,231,571,963
1871.....	427,988,829	1882.....	868,129,267	1893.....	1,139,014,291
1872.....	494,535,276	1883.....	870,961,645	1894.....	1,127,702,906
1873.....	549,577,176	1884.....	785,202,177	1895.....	1,244,323,654
1874.....	506,266,891	1885.....	759,180,425	1896.....	1,158,602,359
1875.....	579,442,765	1886.....	810,795,062	1897.....	1,306,708,956
1876.....	528,006,820	1887.....	894,527,781	1898.....	1,455,462,062
1877.....	500,945,467	1888.....	900,474,878	1899.....	1,638,849,203
1878.....	477,144,748	1889.....	987,522,629	1900.....	1,688,849,494
1879.....	546,862,908	1890.....	1,118,578,210	1901.....	2,270,680,216

COMPARISON OF THE YEARS 1872 AND 1901.

	Capital and Surplus.	Clearings.
In the year 1872, there were: 41 Members of the Clearing House, and 17 Banks, clearing through members, 58 Total number of Banks	\$ 20,196,098	\$ 494,535,276
In the year 1901, there were: 14 Members of the Clearing House, and 16 Banks and Trust Co.'s clearing through mem- bers, 30 Total number of Banks.....	59,337,970	2,270,680,216
Increase	\$ 39,141,872	1,776,144,940

CLEARING-HOUSE STATEMENT.

BUSINESS FOR THE YEARS 1897, 1898, 1899, 1900 AND 1901.

MONTHS.	CLEARINGS.				
	1897.	1898.	1899.	1900.	1901.
January.....	\$ 113,589,826	\$ 125,625,888	\$ 143,657,927	\$ 145,828,096	\$ 179,319,675
February.....	108,168,513	110,678,125	114,652,037	123,867,949	159,055,637
March.....	108,121,615	120,843,894	136,894,170	138,521,967	173,828,688
April.....	109,017,579	116,689,816	131,535,101	136,599,535	182,950,314
May.....	107,414,090	120,088,720	138,358,839	139,738,420	211,687,602
June.....	113,842,042	119,745,040	136,862,571	137,633,826	184,549,133
July.....	102,701,616	109,264,727	130,951,120	130,411,866	196,654,614
August.....	108,909,597	106,976,599	131,212,321	131,833,312	174,774,427
September.....	120,180,981	114,007,204	132,287,688	130,548,197	174,687,658
October.....	123,005,402	131,856,546	143,818,760	157,949,146	197,557,628
November.....	124,189,192	139,862,368	141,471,898	154,086,492	210,910,808
December.....	132,614,058	140,866,710	152,125,520	168,886,698	224,724,587
Aggregate....	<u>\$1,985,708,956</u>	<u>\$1,455,462,062</u>	<u>\$1,638,348,208</u>	<u>\$1,688,849,494</u>	<u>\$2,270,680,216</u>

STOCKS AND INVESTMENT SECURITIES.

By J. H. DIECKMAN, President St. Louis Stock Exchange.

Transactions on the St. Louis Stock Exchange during the year 1901 far exceed any previous yearly record, in number of shares and bonds handled and amount involved.

The Stock Exchange Records show the following totals of each class of securities traded in:

	Shares.	Value.
Bank stocks.....	23,906	\$ 5,814,154 50
Trust Co. stocks.....	66,067	17,077,735 50
Traction stocks.....	179,796	8,490,131 50
Gas & Electric Co.....	10,531	532,996 50
Insurance stocks.....	2,265	225,023 00
Mining Co. stocks.....	111,885	298,211 12
Sundry stocks.....	5,287	163,107 25
Total.....	399,727	\$32,601,359 37
	Bonds.	Value.
United Ry. 4s.....	\$2,535,000 00	\$ 2,284,916 70
St. Louis Brew. Assn.....	248,500 00	240,367 75
Mo. Edison 5s.....	185,000 00	127,698 50
Kinloch Tel. 6s.....	25,000 00	26,152 50
Various other bonds.....	114,150 00	119,221 75
Total.....	\$3,056,650 00	\$ 2,798,357 20
A total valuation of both stocks and bonds of.. \$35,399,716 57		

The market throughout the year was very active, with advancing prices from the early part of the year to its close, the closing on the last business day of the year being active and at prices almost equal to the highest of the year.

Transactions during the year were especially heavy in bank stocks, trust company stocks, and traction securities.

That St. Louis is fast growing in wealth is clearly shown in the large investment demand for municipal bonds, the underlying bonds of the United Railways Co., bank stocks, and the established trust company stocks. The first two securities named have found their way into strong boxes, and have practically disappeared from the market—the same thing is true, but not to the same extent, of bank stocks and the older trust company stocks.

Money has been in good supply at reasonable rates, enabling brokers to carry their trades with ease.

St. Louis to-day has a very much larger banking and trust company capital than Chicago, and such capital is constantly being increased by the formation of new trust companies.

Considering that the St. Louis Stock Exchange is a young institution, and that only local securities are traded in on its floor, the record made the past year is most gratifying, and will compare favorably in point of local business done with any other stock exchange in the country.

MANUFACTURING INDUSTRIES.

By TOM L. CANNON, Secretary St. Louis Manufacturers' Association.

Twenty years ago railroads, considering the question of making St. Louis basing point for shipments to and from the city, decided that the manufacturing industries of the city were not of sufficient importance to include that class of freight from this point as a point of distribution, and instead gave to New York, Boston and Philadelphia advantageous freight rates on manufactured products over this city, and gave to this city advantageous rates over those cities for the distribution of agricultural products.

The growth of the manufacturing interests of the City of St. Louis since 1880 has been phenomenal, and has thrown St. Louis from the seventh rank to at least the third in point of manufacturing output.

The story is best told by figures in tabulated form as follows:

	1880.	1890.	1900.
Number of factories.....	2,924	6,148	8,327
Number of employees	41,827	98,610	142,604
Amount of wages paid	\$ 17,743,532	\$ 53,165,242	\$ 87,083,054
Value of products at factories	114,333,875	228,714 317	412,716,334

This shows a tremendous growth, marvelous in every particular and profitable in every respect. These figures are made largely from statistics taken from national reports.

The City of St. Louis depends upon the territory surrounding it. That territory constitutes the Mississippi Valley. That territory is practically the garden spot of the world. Again some statistics are as follows:

In that section in 1850 the farms numbered 370,320; in 1890, 2,570,617. In 1850 the acreage of these farms was 90,013,000; in 1900 it was 370,164,321.

The improved acreage of these farms in 1850 was 26,404,000. In 1900 the improved acres had increased to 380,416,000.

In 1850 the value of those farms was \$789,482,000; in 1900, \$8,764,548,650.

In 1850 the railroad mileage was 344; in 1900, 78,648.

The manufacturing situation in this section cannot be estimated back of 1870. For that year, as compared with 1900, the following table is given:

	1870.	1900.
Number of establishments.....	51,910	96,432
Capital invested	\$281,126,900	\$2,118,590,460
Material used.....	\$356,161,000	\$2,841,169,400
Average number of employees....	280,948	864,910
Wages paid	\$ 96,822,000	\$ 502,940,000
Value of products	\$618,188,000	\$8,024,070,000

The figures of the Mississippi Valley, the natural territory of St. Louis, has caused the substantial prosperity of St. Louis. Based upon the progress of that section, relying upon its resources, men have invested in the City of St. Louis with the same care that they would buy bank stocks or take mortgages upon land.

There are no tremendous fortunes that have been made in manufacturing. The percentages of failures has been less than any other city, and the margin of profit upon an average has been greater.

The majority of the concerns are practically out of debt. They not only own their machinery, but they own their buildings and their land, and few of them have bonds placed upon their institutions.

The commercial paper of St. Louis always commands a premium in the market, and money at the lowest possible rate can be had upon St. Louis property.

The city is seldom convulsed by great strikes. Discontent among the workmen of the city is less in proportion to number than any other city.

There are a number of lines of industry in which St. Louis leads, not only the United States but the world — steel ranges, chemical preparations, patent medicines, shoes, street cars, beer, and various other lines that need not be enumerated.

There are a number of lines of manufactures that would pay well in St. Louis that are in their infancy, or in some instances not represented — cotton mills, plows, reapers, binders, mowers and other lines.

There is room here for several large hardware concerns, dry goods, millinery, clothing. Nearly any lines of manufactured products can be increased, and when more of any one line are established it is profitable to the new-comers, because of the constant increase of trade.

There are discriminations in this city against manufacturers that should be removed, and in time will be. There are some discriminations here that do not exist in any other city. There are also discriminations in other cities that do not exist here.

This market is growing greater every day as a distributing point. The territory surrounding it is becoming more accessible and the demands are increasing. What was formerly the great American desert is now being populated by thrifty farmers. Small towns and small cities are growing up, all to be fed from this metropolis.

One dry goods house here will take the output of an ordinary print mill; the same house will take the output of an ordinary cotton mill for sheetings and domestics.

These illustrations are but given to indicate the advisability of seeking St. Louis as a place to establish manufacturing industries.

REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Assistant Secretary St. Louis Real Estate Exchange.

The year 1901, from the view of the real estate agent, has been a notable one for it has ushered in the new St. Louis era, a period which may be expected to reach its climax during the Louisiana Purchase World's Fair, two years hence. It marks the passage of the charter amendments, which, by vote of the people loosened the legislative fetters that have long bound the city and restricted its unprecedented, though not abnormal growth. It ushered in a building movement which will regenerate much of the central district. It has given to this city a new Washington University, an institution of learning ranked as the center of educational influence in the Mississippi Valley.

The largest realty transaction, financially, yet recorded, involving unimproved property was consummated late in the year in the merging of interests by which the property immediately north of Forest Park and west of De Balivier avenue is preserved perpetually as a residence subdivision.

Ground has finally been broken for the great Fair to commemorate the purchase of the vast territory out of which was carved the commonwealths of the Central West and South.

The aggregate list of transfers of real estate, that infallible barometer of business conditions, amounted to \$34,265,480, showing an increase gratifying in extent, though somewhat below the anticipations of the men identified with the handling of property. Exceeding the thirty million mark, they show indisputably the confidence which investors have in St. Louis realty and the ever-present desire to own one's home, inherent in all Americans.

St. Louis is receiving more attention at the hands of the transportation interests. Switching facilities are being enlarged, yards laid out, terminals amplified and belt lines constructed and under way to meet the need for concentration and rapid handling of freight so necessary to the manufacturer, merchant and shipper. The wholesale and jobbing interests have during the year turned their attention even more assiduously to future needs. Studying local conditions, these immense interests have, with steel, stone, brick and mortar gone westward or in other directions beyond the limits set by prophets. Washington avenue and the parallel thoroughfares have been built up west of Twelfth street. Factories have spread north of Jefferson avenue. The east end has seen grand old buildings wrecked to make room for modern ones. Enterprising manufacturers have reared plants along the Mill Creek Valley and dotted the Cupples district with establishments of industry, and warehouses for their products as far west as the city limits. Along the Mississippi River, from Baden to Carondelet, new factories, mills and plants have been put up, railroads and shippers working hand in hand. As newer manufacturing districts were opened up and older ones enlarged there has been a corresponding growth

in the residential quarters. Stores, homes for workmen and palatial residences follow in due course, all indicating a systematic and thorough movement pointing to the development of a city of one million people. St. Louis is the gateway of the southwest, and that is daily becoming more apparent.

TRANSFERS.

The transfers for the year 1900 aggregated \$19,211,943; those of 1901 show a splendid increase, as follows:

	Number.	Amount.
January	580	\$2 014 176
February	528	1,443,387
March	642	1,877,504
April	606	3,186,797
May	718	4,950,718
June	714	3,701,588
July	685	4,005,572
August	540	1,317,187
September	707	1,579,206
October	747	2,429,784
November	591	2,798,134
December	482	5,717,064
Totals	7,629	\$35,021,095

The years totals in transfers show interesting fluctuations from month to month. December, the last month of the year, has to its credit deals aggregating nearly \$5,000,000. July also passed \$4,000,000. During two other months in the first half of the year there was a recorded business in excess of \$3,000,000. Three other months foot up over \$2,000,000 each. In the preceding year only one month had over \$2,000,000 of recorded transfers. Such facts as these are eloquent of a greater revival, generally foreseen.

RENTING.

Renting has been unusually good. With the prosperity of recent years came a desire among the army of new tenants to occupy better and larger quarters, and removals, consequently, were many. New-comers promptly filled up the vacated houses. Where dwellings were in good repair no trouble was experienced in keeping them tenanted. The members of the Real Estate Exchange generally have depreciated raising rents except in a few cases where they were manifestly below normal prices, on the theory that it would be bad policy to let impressions get abroad that rents were being advanced because of the near proximity of the World's Fair. Rentals are governed by the law of supply and demand, and its decree have not borne harshly on any class of tenants, and they are at a figure where owning property is profitable to the investor who risks his capital for the sake of fair returns. Nevertheless, so scarce have moderate-sized dwellings become in the past three months, that hundreds of building permits have

been issued for that class of new structures. Industrial construction work is in keeping with the general activity, doubtless brought about by a wider knowledge of the advantages of St. Louis from a distributing and fuel point.

BUILDING.

Large increases are shown in the year's building permits, viz :

	No. Brick.	No. Frame.	Total Value.
January	75	92	\$1,295,213
February	67	96	686,644
March	120	126	911,968
April	119	125	727,522
May	122	186	1,296,354
June	117	146	1,342,104
July	104	139	1,498,283
August	106	133	785,171
September	88	126	542,291
October	147	159	1,012,819
November	99	143	759,301
December	92	88	2,350,301
Totals	1,256	1,508	\$12,207,991

The figures from the Building Commissioner's office show that permits for new structures the past year numbered over double those of the previous twelve months, the permits last year amounting to \$5,916,984. The advance is unprecedented in recent years. Taking the monthly totals for 1901, the top notch was reached in December, when they nearly attained the \$2,000,000 mark. In 1892, the banner year for building, the total was \$16,000,000. That year the grand total was swelled owing to the era of new office buildings which developed at that time, and which apparently has now been reinaugurated on a greater scale.

Prices for materials are higher than during the past few years, but no higher than those which prevailed in 1901, when all building records were broken, and conservative men predict that they will not be prohibitive even during the unprecedented activity which the Fair of 1903 will bring about.

ASSESSMENTS.

Property in St. Louis is usually assessed at about 60 per cent of its valuation. The comparative growth is shown by these tabulated items from the Assessor's records:

1877	\$180,495,000
1880	181,345,000
1885	207,910,000
1890	284,827,000
1895	325,583,000
1897	338,862,000
1898	361,516,600
1899	374,508,490
1900	380,779,280
1901	394,795,700

The rate of taxation for 1901, as established by the Municipal Assembly was \$1.90 on the \$100 valuation, which is a reduction of 5 cents from the rate of the preceding year. The city in 1867, had over 27,000 taxpayers; in 1901, there were over 76,000. These "joint partners" in the municipality pay all-told taxes on a valuation of \$394,795,700, an increase in assessment over the prior year of over \$14,000,000.

DEEDS OF TRUST.

In the year just closing the deeds of trust amounted to:

January	\$1,555,075
February	1,451,607
March	1,704,048
April.....	2,339,070
May.....	8,870,631
June.....	2,357,809
*July.....	87,742,777
August.....	1,430,266
September	3,960,556
October	2,627,861
November.....	2,662,277
December (to December 27).....	1,883,498

*In this month the bond mortgage in a railroad company deal was filed for record.

The Supreme Court of Missouri on June 22, decided the test case adverse to the Third Constitutional Amendment relating to the taxation of mortgages. This amendment, immediately after its passage, had the effect of deterring moneyed men, for a time, from investing in Missouri mortgages, and the loan business was thereby seriously interfered with, but the judicial decree has wiped out this troublesome feature.

THE SHOE TRADE.

From the Shoe and Leather Gazette.

THE YEAR IN ST. LOUIS—THE GREATEST AND BEST OF ALL YEARS IN THE SHOE BUSINESS.

The year 1901 certainly did well by the St. Louis wholesale shoe market, and the local shoe manufacturing interests. Not one institution has made a backward step; not one has failed to make good progress forward, and to establish itself still more solidly, to extend its territory more widely, and to add to its facilities for coming business.

There has been an increase in the capital employed; in the number of firms; in the number of salesmen on the road; in the number of factories; in the number of men employed in them; in the quantity of goods turned out; in the number of new customers added; and in the grand total of

sales and shipments. No one year in the history of St. Louis has ever witnessed so general an advance, all along the line, and prospects for the future were never better.

A noticeable and most gratifying feature of the St. Louis shoe trade of 1901 was the increase in average price per pair. That is to say, there has been a general demand for better shoes, and local firms have not fallen behind the demand in their ability to supply it. The finer grades in jobbing lines have been well kept up, and local factories have turned out an unusual amount of fine goods, both men's and women's. "St. Louis made shoes" are specially advertised by a number of firms as among their best \$2.50, \$3.00 and \$3.50 goods.

The increases in the average price per pair reported by the various houses in St. Louis run from eight cents to twenty-six cents, as compared with the same averages of 1900. The percent of increase for the entire market, in price per pair, is about 12%.

In quantity the total receipts of shoes manufactured at points outside the city were practically the same as in 1900, as shown by the records of the Merchants' Exchange, but the big advance in local manufacturing, together with the increase in average price, increased largely the value of shipments. The total manufactured locally is estimated at over \$14,000,000, while the total shoe business of the city was in excess of \$43,500,000.

The capital invested in the shoe trade is about \$10,000,000, an increase of \$3,000,000 over 1900.

EXTENDED TERRITORY.

The year 1901 witnessed an extension of St. Louis territory in all directions. The South, Ohio and Pennsylvania, the Pacific Coast, the far Northwest, have all become of greater importance to the market, and foreign shipments have also largely increased. A number of firms have good business in Mexico, and are preparing for a more complete campaign in that direction, as well as in the West Indies and Europe. A good foundation has been laid in these localities and the trade there will be pushed.

PROSPECTS FOR 1902.

The prospects for 1902 are indeed flattering. That the city held its own and made large gains in spite of the drought last summer, is a matter for congratulation, and with a good crop prospect for the Middle West and South for 1902, there is certainly every reason to expect great things.

More capital stands ready to go into the business, and it is current report that at least two large new firms are to start this spring, although negotiations have not reached a point that would justify definite statements.

The facilities for trade are to be bettered, in the matter of freight arrangements and shipping points, for transportation by rail, and much is promised through government improvement of that greatest of waterways, the Mississippi. Ocean shipments via New Orleans are contemplated with the development of foreign trade.

BOSTON SHIPMENTS.

Shipments from Boston to St. Louis do not have the relative importance they once had, with reference to the total receipts, for there are not only more shoes manufactured in St. Louis than formerly, but there are more shoes shipped in from points other than Boston. The great Lestershire works send a large quantity to the wholesale market, and Jefferson City, Jeffersonville, Hannibal, Alton, Chicago, Cincinnati, and other shoe manufacturing points have contributed an increasing quantity to the total receipts of the St. Louis market. However, the shipments from Boston, as for many years past, have a long lead over the shipments from that city to any other shoe market, as is indicated by the following table:

SHIPMENTS OF SHOES FROM BOSTON.

To	1901.	1900.	1899.
St. Louis.....	701,983	559,086	651,714
Chicago.....	485,668	350,702	32,979
New York.....	415,187	409,650	348,586
Cincinnati.....	110,872	127,527	106,433
Baltimore.....	205,677	208,180	192,284
Philadelphia.....	175,820	185,112	178,818
Nashville.....	88,254	121,902	106,262

ST. LOUIS IMPLEMENT AND VEHICLE TRADE IN 1901.

From Farm Machinery.

During the year which closes to-day, the St. Louis houses, operating in agricultural implements and vehicles and articles associated with those industries, have, as a rule, enjoyed a prosperous and satisfactory business. Very few and very mild are the expressions of disappointment to be heard here and there. It is evident that in the aggregate, a pleasing and increased volume of trade has come to this city.

It was apparent early in the year that the farmers in the territory supplied by St. Louis would put in heavy crops, and when their operations actually commenced, the demand for all kinds of implements used in a preparatory way, exceeded all precedents, making the spring trade probably the most active ever experienced at this point of distribution.

Crops were making excellent progress, and there was every indication of an unprecedented yield of everything cultivated, until toward the end of June when a widespread and persistent drouth set in which involved, in a more or less damaging manner, the entire region tributary to St. Louis. Its blight fell chiefly upon the corn crop, which, in many localities, was totally ruined, while in most others it suffered severely.

The drouth had the effect of lessening the demand for those tools and machines specially used in the cultivation of corn, but on the other hand, owing to the shortage of hay, feed grinders and similar goods, as well as

corn harvesters for cutting and binding, were in remarkable demand for converting the corn plant and the stunted corn into food for stock. At one time, so great was the call for these machines that all buyers could not be accommodated. Owing to the dry and hot weather, and the consequent damage in the fields, the total inquiry for binder twine diminished materially.

Wagons and buggies were particularly active in the spring months, and virtually every dealer accumulated more orders than could be promptly shipped, and after the drouth scare died out the demand revived again, very perceptibly. A notable feature of the vehicle business in 1901 was the tendency on the part of buyers to select goods of the highest class, a fact which is viewed with much satisfaction by manufacturers and dealers, as it evinces a change of taste for the better on the part of consumers as well as an indication of their improved financial circumstances.

There was also a marked preference shown for the best quality of agricultural tools and machinery — a condition which has been rapidly developing for the past two or three years.

As to prices on implements, vehicles and accessory merchandise, the tendency was strongly upward, due to the increased cost of nearly everything entering into their composition, and advances were made and easily maintained on many articles. Viewed in entirety, therefore, the business year 1901 passes into history with a highly creditable record.

PAINTS, OILS AND DRUGS.

By ROBERT W. SAMPLE, Secretary St. Louis Paint, Oil and Drug Club.

In reviewing the year 1901 in connection with the lines in which our association is interested, I find that the conditions have been almost invariably of the most flattering nature, and the reports received indicate a very healthy condition of trade.

In the drug line, the wholesale business has as a general rule been quite active, and we can consistently claim a slight advance in the general output, as compared with the sales of 1900. Prices generally have been uniform and firm throughout the whole year. At the beginning, an unusual activity occurred, which served to strengthen the prices on a number of articles, but they later receded, and on those particular items, there has consequently existed a tendency toward lower figures. Our local jobbers have all extended their operations and have been quite active throughout the season.

In linseed oil the year brought forth an unusual output. Manufacturers and dealers also found a large demand for that product, which has at times, greatly taxed the capacity of the local as well as the foreign crushers. Present conditions, considering also the rapid growth in the territory covered from St. Louis, bid fair to command a still greater increase in 1902.

The paint business, as far as local manufacturers are concerned, has been unprecedented, during the entire year. The late winter and early spring months witnessed a growth and increase not anticipated, and the succeeding months were productive of large and numerous current orders. These conditions obtained up to the extremely hot weather, but the drouth which then prevailed had a depressing effect, and the early fall business did not show the same proportion of gain as the early months of the year. There was an improvement later, however, and the remainder of the season, from the point of sales, was very satisfactory.

THE LUMBER TRADE OF ST. LOUIS DURING 1901.

By GEO. E. WATSON, Secretary Hardwood and Lumber Manufacturer's Exchange.

Nineteen hundred and one is ended, and St. Louis has made another record for herself in that there has been such a volume to the lumber business as has never before been equalled. The actual receipts of the city almost amounted to a billion and a half feet, which are figures difficult for the ordinary mind to grasp. One railroad, the St. Louis, Iron Mountain & Southern, brought into the city 58,414 cars of lumber, which easily places it at the top of the list of lumber carrying roads. Altogether it has been a year to be proud of, but the growth of the market has been so rapid during recent years, that it can be claimed with perfect assurance, that St. Louis has not yet reached the height of her glory as a lumber market. The following figures show only eight years of this growth, being the rail receipts:

	Cars.
1901	111,897
1900	102,576
1899	88,177
1898	76,821
1897	62,804
1896	56,473
1895	58,621
1894	45,764

As it is more pronounced than ever that the trend of the lumber producer is toward the South, every indication points to a more rapid growth for this market than during former years. The geography of the situation has much to do with the prospects of the market, as the production of the Central South can find a ready market through this gateway to the North, East and West, and all sections of the country are now using Southern lumber. Realizing this, nineteen new offices for the disposal of Southern lumber were opened in St. Louis during the year, and there was not a single failure, which speaks well for the prosperity of the year. It has been a year, also, of heavy investment in the Southern country. The

St. Louis dealers have materially extended their holdings of timber lands, their mills have been improved and new ones built, their logging roads have stretched further into the timber, and they have expanded in various ways which will tend to place them in a better position than ever to extend the business of the market.

RECEIPTS AND SHIPMENTS.

Receipts by rail of this market during the past twelve months, compared with the same period of the two preceding years, were as follows:

	Cars. 1901.	Cars. 1900.	Cars. 1899.
January	8,888	8,819	5,156
February	9,118	8,547	5,122
March	10,987	10,226	7,056
April	10,847	8,501	7,771
May	9,685	9,447	7,719
June	9,236	8,671	7,827
July	9,223	8,368	7,373
August	9,191	8,804	8,505
September	9,254	7,830	8,304
October	9,804	8,158	7,981
November	8,476	7,136	7,781
December	7,738	8,079	7,782
Total	111,897	102,576	88,177

This shows a gain over the preceding year of 9,321 cars, and a gain over 1899 of 23,720 cars. The receipts over each railroad were as follows:

NAME OF ROAD.	Cars. 1901.	Cars. 1900.	Cars. 1899.
Chicago & Alton, (Mo. Div.)	62	8	25
Missouri Pacific	2,688	2,521	2,665
St. Louis & San Francisco	924	1,267	1,726
Wabash (West)	574	437	418
St. Louis, Kansas City & Colorado	9	11	25
Missouri, Kansas & Texas	187	418	492
St. Louis, Southwestern	7,735	6,368	6,630
St. Louis Iron Mountain & Southern	59,414	54,819	48,759
Illinois Central	18,245	12,422	6,497
Louisville, Henderson & St. Louis	52	17	12
Southern Ry.	1,068	476	297
Mobile & Ohio	18,924	17,858	11,908
Louisville & Nashville	2,070	1,911	2,488
Baltimore & Ohio Southwestern	105	45	581
Chicago & Alton	858	205	124
Cleveland, Cincinnati, Chicago & St. Louis	159	201	86
Vandalia	225	215	510
Wabash (East)	1,294	911	1,183
Toledo, St. Louis & Western	124	117	648
Chicago, Peoria & St. Louis	1,154	524	741
Chicago, Burlington & Quincy	501	546	633
St. Louis, Keokuk & Northwestern	2,050	1,749	2,057
St. Louis, Chicago & St. Paul .....	.....	.....	18
St. Louis, Peoria & Northern .....	.....	.....	264
TOTAL	111,897	102,576	88,177

The report of the Harbor Commissioner, shows the following as the receipts of lumber by river, being a loss of 29,654,694 feet when compared with the preceding year:

	Feet—1901.	Feet—1900.
White Pine.....	22,481,456	33,702,790
Elm.....	230,300	887,000
Poplar.....	6,206,400	6,355,700
Cottonwood.....	16,179,000	24,287,100
Cypress.....	7,051,800	8,029,700
Sycamore.....	123,000	189,000
Ash.....	753,500	1,961,270
Oak.....	4,801,800	9,667,100
Walnut.....	82,200	65,330
Gum.....	4,572,000	6,976,000
Maple.....	60,180	1,000
Hickory.....	2,900	43,500
Cherry.....	161,200	100
Cedar.....	309,240	351,100
Mahogany.....	.....	32,000
Chestnut.....	79,000	193,000
Pecan.....	.....	16,000
Total.....	62,602,966	92,257,680

This report shows also the receipt of the following lumber commodities:

	1901.	1900.
Logs, feet.....	9,331,800	13,233,594
Shingles, pieces.....	11,198,250	17,109,250
Lath, pieces.....	12,886,550	13,503,950
Pickets, pieces.....	147,960	145,000

Figuring that an average car of lumber amounts to 12,000 feet, we have the following as the total lumber receipts of the St. Louis market:

	Feet—1901.	Feet—1900.
By Rail.....	1,342,764,000	1,230,912,000
By River.....	62,602,966	92,257,000
Logs by River.....	9,331,800	13,233,594
Total.....	1,414,698,766	1,336,402,594

This shows a gain over the proceeding year of 78,296,202 feet, and, as the receipts during 1899 aggregated 1,148,124,000 feet, a gain over that year of 276,575,456 feet.

The shipments by rail during the year were as follows:

	Cars. 1901.	Cars, 1900.	Cars. 1899.
January.....	4,718	4,482	3,233
February.....	4,900	4,887	2,658
March.....	6,296	5,548	4,112
April.....	6,552	4,954	4,657
May.....	6,482	5,187	4,688
June.....	6,296	5,765	5,009
July.....	6,141	5,277	5,129
August.....	5,790	5,780	5,446
September.....	5,780	5,816	5,023
October.....	5,956	5,244	4,445
November.....	5,020	4,848	3,998
December.....	4,409	4,322	4,002
Total.....	68,339	61,060	52,455

This demonstrates a gain over the preceding year of 7,279 cars.

The shipments over each of the railroads were:

NAME OF ROAD.	Cars. 1901.	Cars. 1900.	Cars. 1899.
Chicago & Alton (Mo. Div.)	868	167	187
Missouri Pacific	14,199	11,794	11,630
St. Louis & San Francisco	478	520	517
Wabash (West)	4,808	4,928	4,580
St. Louis, Kansas City & Colorado	621	817	88
Missouri, Kansas & Texas	1,129	486	658
St. Louis Southwestern	7	15	.....
St. Louis, Iron Mountain & Southern	226	199	878
Illinois Central	1,878	2,038	1,230
Louisville, Henderson & St. Louis	14	22	12
Louisville & Nashville	101	29	87
Mobile & Ohio	10	27	95
Southern Ry.	881	1,177	565
Baltimore & Ohio Southwestern	1,406	2,480	1,480
Chicago & Alton	4,007	8,184	1,680
Cleveland, Cincinnati, Chicago & St. Louis	2,667	2,795	1,890
Vandalia	5,946	6,427	5,109
Wabash (East)	12,899	8,197	6,486
Toledo, St. Louis & Western	8,047	8,044	1,979
Chicago, Peoria & St. Louis	8,787	4,889	8,915
Chicago, Burlington & Quincy	4,562	4,222	8,845
St. Louis, Keokuk & Northwestern	5,296	4,169	4,586
St. Louis, Chicago & St. Paul .....	.....	.....	648
St. Louis, Peoria & Northern .....	.....	.....	1,547
TOTAL	68,839	61,060	52,455

On a basis of 12,000 feet to the car this gives the following as the total shipments:

	Feet—1901.	Feet—1900.
By rail	830,088,000	732,720,000
By river	8,133,000	2,722,000
Totals	824,201,000	735,442,000

The gain in shipments of 1901 over 1900 was, therefore, 88,759,000 feet, or about 12%.

The difference between the receipts and shipments gives 590,497,766 feet as the local consumption of lumber during the year, being a loss of 10,463,888 feet as compared with the preceding year. These figures give a false impression, as the consumption was undoubtedly heavier than during 1900, and the difference was probably caused by the fact that the year started in with very large stocks in the hands of all yards and factories and ended with these stocks exhausted. In the way of building, also, there was a great gain—the value of the permits exceeding those of 1900 by \$7,291,007. The coming year should be a record breaker in the building line, as the World's Fair work will begin to make a showing.

GROCERIES.

By ROBT. E. LEE, Editor Interstate Grocer.

The year 1901 in grocery circles was peculiar. It started in with normal conditions, the expectation being that there would be about as much business handled as during the previous year. About the first of the May

and from that time on until the latter part of August there was much uneasiness in the trade. The drouth, which had effected the growing crops, promised to bring disaster. It was feared that collections might go awry and that buying would be at a low ebb. This drouth was, however, the salvation of the grocery trade. It served to practically destroy all the small crops such as garden truck and those fruits which are largely used for preserving by the country house wives.

The result of this was that the farmer not only had nothing in the vegetable and fruit line to offer in his adjacent town, but he also found himself short of some provisions for his own use. The result also of this was that he was obliged to purchase heavily from his grocer. From the middle of August on to the first of January, 1902, it was not a case of "where can we sell groceries," but "where can we get groceries to sell."

In spite of this, however, grocery prices have not been high. With the exception of canned tomatoes and canned apples all other canned goods have been at about their normal figure.

For St. Louis herself it may be said that as a grocery market she has grown with a bound during the year just closed. A process of consolidation has been going on and three large houses were during the year, merged into others. This meant the handling of almost double the amount of business with half the force in all three of these cases. One new wholesale grocery house has just begun business in St. Louis, and on the whole the volume of sales is larger and the territory covered is greater than it has been in any previous year.

The statistics of receipts and shipments upon which this review is based are taken from the records of the St. Louis Merchants' Exchange.

SUGARS.

Receipts—	Hhds.	Bbls.	Bags.	Shipments—	Hhds.	Bbls.	Bags.
1901.....	253	465,246	534,516		313	238,737	324,008
1900.....	671	498,379	490,190		...	351,217	455,790
1899.....	597	438,735	563,405		30	348,764	555,385
1898.....	723	473,990	570,940		567	342,323	599,917

It will be noticed that there was a decrease in the number of hogshead and the number of barrels received and a great increase in the number of bags coming into the market. This is due to the fact that shipments of sugar in bags is growing more and more usual each year. The total number of pounds of sugar shipped into the market during the year was greater to a considerable extent than during the year 1900. The increased consumption in sugar in St. Louis city and the immediate territory and the fact that packages are changed in size accounts for the apparent decrease in shipments in sugar.

COFFEES.

Receipts—	Bags.	Pkgs.	Shipments—	Bags and Pkgs.
1901.....	374,875	133,340		508,365
1900.....	360,871	72,912		554,440
1899.....	290,700	.....		406,303
1898.....	274,228	.....		366,163

St. Louis has taken a long step forward toward becoming the principle coffee distributing market of the United States during the year 1901. Coffee no longer comes to St. Louis from or through New York. Arrangements which have been made by a number of large importing houses in this city permit of the shipment of coffees direct from the plantations in Rio and Santos to St. Louis via New Orleans and the Mississippi River. In this way the St. Louis importers save considerably on their freight charges and they get specific coffees from planters whom they know, rather than the graded goods through the New York market. St. Louis is, therefore, now shipping large quantities of green coffee to the West in a jobbing way and to some extent to points East of here. The receipt in St. Louis of whole train loads of green coffee direct from ship at New Orleans has become a regular feature of the business.

The increased receipts are shown by figures here given. It is impossible to make an estimate of the percentage of increase in shipments for the reason that St. Louis is a great coffee roasting market and the packages which go out are irregular in size.

MOLASSES AND SYRUPS.

Receipts—	Bbls.	Kegs.	Shipments—	Bbls.	Kegs.
1901.....	54,990	1,940		153,177	48,882
1900.....	30,970	680		150,406	48,726
1899.....	40,698	2,505		178,655	114,862
1898.....	28,540	1,143		121,853	113,265

It is impossible to draw deductions from the Exchange figures on receipts and shipments of molasses and syrups for the reason that St. Louis is one of the large centers in which these goods are prepared for the table, and the blending of glucose and alterations in the sizes of packages are misleading. A great change, however, has been noted in this business during the year, in that smaller packages have been given the preference over goods packed in wood. This refers to the extensive trade which has grown up for syrups in tin cans. This style of package is claimed by the large St. Louis syrup refiners to have, through its convenience and cleanliness, increased the aggregate consumption of syrups about 30%.

RICE.

Receipts—	Bags and Bbls.	Shipments—	Bags and Bbls.
1901.....	173,580		142,947
1900.....	119,613		102,634
1899.....	163,105		112,497
1898.....	127,375		87,477

This great staple was handled more extensively in St. Louis during the past year than for a long time previous, as will be seen by the increase in receipts and shipments. The receipts were greater for the year by more than 50% than during 1900, and the shipments show an increase in packages, which includes both sacks and barrels, of about 40,000 packages.

TEA.

There has been a considerable falling off, about 8,000 packages, in the receipts of tea during the year. This is due to the well recognized fact that the consumption of this article has dropped off. The duty on tea of 10 cents a pound has had much to do with this.

GENERAL LINES.

An estimate made from a general observation of the market and the conditions which have existed, would show that the average increase of business on general lines of groceries for the year, has been about 15%. Much of this gain, as has been heretofore stated, was made during the last half of the year. A close estimate is however impossible as no figures on the subject are available.

THE CITY OF ST. LOUIS.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbbs.	Boxes.	Bags.	Hhds.	Bbbs.	Bags.
1901.....	268	465,246	.....	534,516	318	298,787	824
1900.....	671	498,379	.....	480,190	.....	551,217	455
1899.....	697	488,785	.....	563,465	80	848,764	555
1898.....	728	472,980	.....	570,940	576	842,828	599
1897.....	1,447	497,955	.....	497,535	681	839,878	556
1896.....	1,298	448,105	.....	258,919	856	298,759	228
1895.....	8,127	419,708	.....	551,843	1,780	880,772	255
1894.....	1,979	458,458	.....	877,840	1,423	419,121	283
1893.....	2,508	491,955	.....	414,869	2,212	415,458	264
1892.....	1,912	419,016	545	485,121	1,811	824,188	809
1891.....	8,085	583,106	.....	870,971	1,651	868,859	261
1890.....	2,474	838,280	857	144,407	722	218,292	114
1889.....	2,708	846,649	548	882,084	1,158	263,750	249
1888.....	30,650	297,923	.....	98,896	8,101	852,729	48
1887.....	6,690	816,281	1,569	11,942	615	258,296	1
1886.....	32,867	242,075	791	105,580	771	880,849	2
1885.....	12,172	297,397	100	1,614	1,621	217,678	2
1884.....	22,294	216,821	30	190,990	1,268	276,475	4
1883.....	45,854	191,754	.....	26,580	1,590	281,061	9
1882.....	42,567	179,900	102	84,672	1,921	819,084	19

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

YEARS.	MOLASSES.				COFFEE.			RICE.	
	RECEIPTS.		SHIPMENTS.		RECEIPTS.		SHIP'TS	REC'TS.	SHIP'TS
	Bbbs.	Kegs.	Bbbs.	Kegs.	Bags.	Pkgs.	Pkgs.	Sks & bls	Pkgs.
1901.....	54,990	1,940	183,177	43,832	374,675	133,340	503,365	173,530	142
1900.....	30,970	680	150,406	48,726	360,871	72,912	554,440	119,615	102
1899.....	40,698	2,605	178,655	114,862	290,700	.....	406,303	163,105	112
1898.....	23,540	1,143	121,853	113,255	274,228	.....	386,163	127,275	87
1897.....	25,135	2,247	141,114	58,315	320,005	.....	279,685	95,801	72
1896.....	16,830	1,808	57,761	27,632	403,388	.....	262,565	87,690	64
1895.....	21,197	306	71,587	26,329	259,289	.....	304,977	93,039	62
1894.....	32,929	506	118,824	28,557	246,612	.....	309,407	66,576	70
1893.....	25,322	348	70,465	44,971	248,347	.....	290,320	87,959	69
1892.....	23,344	475	55,899	36,133	265,096	.....	367,109	110,250	71
1891.....	23,150	292	74,210	28,327	253,154	.....	232,997	87,192	69
1890.....	24,262	1,133	47,269	10,361	222,785	.....	202,810	115,970	58
1889.....	18,979	1,187	39,548	30,786	211,789	.....	196,682	63,653	67
1888.....	22,890	1,269	71,306	48,354	192,940	.....	225,503	74,181	63
1887.....	30,895	19,580	36,611	24,343	184,312	.....	212,819	79,604	50
1886.....	27,720	3,281	24,141	18,810	240,685	.....	205,136	72,079	41
1885.....	25,465	3,772	35,773	24,664	272,119	.....	199,196	63,697	34

RECEIPTS, TONS.	Year.	Flts.	RECEIPTS, GLUCOSE.	Year.	Bb.
.....	1901.....	21,446	.....	1901.....	48
.....	1900.....	29,645	.....	1900.....	68
.....	1899.....	15,400	.....	1899.....	70
.....	1898.....	27,180	.....	1898.....	48
.....	1897.....	27,112	.....	1897.....	59
.....	1896.....	16,187	.....	1896.....	69
.....	1895.....	28,567	.....	1895.....	60
.....	1894.....	79,557	.....	1894.....	75
.....	1893.....	108,529	.....	1893.....	59
.....	1892.....	67,522	.....	1892.....	57

FURNITURE.

By GEO. T. PARKER, Secretary St. Louis Furniture Board of Trade.

The expectations at the close of last year of a busy 1901 were fully realized. It is seldom that factories do not shut down for a few weeks at the beginning of the year for repairs and improvements in the plant; but this year has favored the manufacturing institutions as an exception, in as much as needed repairs, changes and improvements were made while the works continued in operation.

A decrease in volume of output was observed during the drouth and by several destructive fires which diminished the year's production, which about equaled that of 1900.

The estimate of the furniture and kindred lines is about \$33,000,000; in this is included coffins, bedding, rattanware, picture mouldings, etc., which manufactures go to complete the stock carried by the country store.

Nearly all the factories have undergone improvement, either by the addition of space or new and modern machinery. An entire new factory has been built; but none of its product was delivered during 1901. Great improvements in buildings and products have taken place in the metal bed factories. St. Louis is a recognized center for this class of manufacture, as it is for that of many of the medium grades of wood furniture.

More capital is now employed than ever before in our factories, the estimate being above \$3,000,000 in the fifty factories which have employed upward of 6,500 employees, who have received approximately \$3,750,000 for their services.

Prices have advanced, this having become necessary by reason of the increased cost of raw materials, principally good cabinet lumber, the general demand for which brought about an advance early in the year.

Better and more artistic styles are now required to suit the demands of the trade, as well as a superior class of workmanship; these features all tend to a higher cost.

There have been completed many expensive residences in the city which have required furnishing, as well as the replenishing in a modern way, many of the old ones. New hotels, trust companies, banks, office buildings, educational and public institutions have added a large quota to the general business.

In the general prosperity of the West and South, the building of churches, schools, opera houses and buildings of a public character, has become the rule in nearly all communities. St. Louis has lost an enormous trade in this line by having no factories equipped for this class of work, which has gone entirely to cities east of us, whose purchases for lumber have largely to be made in this market.

Principal among the woods used are oak, poplar, gum and ash, while for the higher grades of cabinet work mahogany, birch and maple are used. Walnut is having a greater demand, more especially for the export trade, which has found new markets and has materially increased; this city

having become more favorably known in countries where it was formerly thought St. Louis could not reach. Upholstery and rattan goods are among the lines which have grown in popularity.

St. Louis steam and street car furniture may now be found in all parts of the world.

No strikes among employes have interfered with work in the factories, but a strike affecting the delivery and receipt of goods by the Transfer Company, urged the necessity for action to prevent its re-occurrence. In consequence the railroad shipping facilities are receiving added attention, and will undoubtedly be improved. The new belt lines now building, encircling the city, will greatly assist in the prompt movement of shipments.

A number of the most enterprising of the factories have placed samples of their product in the exposition sample rooms of Eastern cities. This has resulted in a revival of the permanent or semi-annual exposition effort, which would seem important as a measure to attract buyers to this important market.

FOREIGN COMMERCE OF ST. LOUIS.

By JAMES ARBUCKLE, Manager Latin-American Club and Foreign Trade Ass'n.

The prosperous conditions that have prevailed generally throughout the United States during 1901 has been shared by St. Louis in no inconsiderable manner, indeed the domestic trade has been so good that many lines have not felt the inclination or necessity of going beyond our own borders to dispose of their products, although there are inviting fields in many countries for the sale of much of our manufactured goods.

The agricultural products which have reached this market have found a ready and active sale abroad.

GRAIN.

The shipments of wheat by river and rail to the seaboard has been 8,122,973 bushels, as against 1,039,922 bushels in 1900, or increase in export of 7,083,051 bushels.

Corn to the seaboard, including to Cuba 551,994 bushels, Mexico 77,245 bushels, Belgium 1,075 bushels, amounted to 2,162,798 bushels, as against 8,542,891 bushels in 1900, or a decrease of 5,380,093 bushels.

This decrease in corn exports may be attributed largely to the comparatively high price prevailing almost the entire year. Importers on the other side preferring to buy our wheat at the relative cheaper price to that of corn.

The shipments of oats were 215,268 bushels, as against 517,656 bushels in 1900, or a falling off of 302,388 bushels, largely caused by like reasons as those concerning corn.

FLOUR.

The exports of flour show a larger aggregate :

	Barrels.
Great Britain.....	584,810
The Continent.....	208,013
West Indies.....	182,243
Scandinavia.....	48,479
Mediterranean.....	12,370
Central America.....	11,250
South America.....	5,904
Canada.....	4,738
Seaboard.....	186,526
As against 1900 of.....	1,189,321
An increase of.....	1,051,951
	187,370

In this connection it may be well to state that the importance of our river, as a means for cheap transportation, is not yet fully enough impressed on our legislators at Washington, and it is to be hoped that efforts in that direction will be more successful in the future, and thus conduce to making St. Louis a greater market for staple products.

COTTON.

The popular estimate for the cotton crop of 1900 and 1901 proved, after September 1st, 1901, to be 947,006 bales in excess of 1899 and 1900.

Total gross receipts of cotton through St. Louis, year ending September 1st, 1901, 973,490 bales, previous year 802,769 bales. Local net receipts handled by St. Louis 239,628 bales, previous year 154,074 bales.

Foreign shipments were as follows :

	Bales.
England.....	190,307
Continent.....	112,407
Italy.....	42,819
Canada.....	82,136
Japan.....	7,677
Spain.....	878
Sweden.....	600
Switzerland.....	285
Russia.....	102
East India.....	100
Seaboard for export.....	1,738
	389,046
As against in 1899 and 1900.....	238,053
Or an increase of.....	150,993

The receipts represent an approximate value of \$15,560,000. As the Cotton that is handled in St. Louis represents largely remittance for goods purchased in this market by the Southern merchants, it is an important element in the wealth-producing features of the city.

BEER.

This important product of St. Louis continues to merit favor in many countries.

There was exported in bond to various countries to the value of \$737,112.00, a total of 1,032,245 gallons. Our beer goes to all points in Latin America, Philippines, Japan, China, Australia and occasionally to France and England. St. Louis beer is looked upon throughout the world as the par excellence of toothsome drinks.

AGRICULTURAL IMPLEMENTS AND MACHINERY.

The exports in this line have been considerably increased, although with Mexico, on account of the severe drouth conditions in the northern part of that country, the trade has not been so good.

More has been done this past year, however, with Cuba, Puerto Rico, Hawaii, British Columbia, etc.

The adverse conditions prevailing in Mexico, with the stringency in monetary affairs, as well as the heavy decline in silver, has militated very much against all operations there. Some extension has been made in Central America, a new field for St. Louis work in this line.

IRON, STEEL, HARDWARE, ETC.

These lines show considerable expansion; although the large companies—Carnegie and others—have established branches in Mexico and other foreign countries, and necessarily compete there successfully with our St. Louis concerns in that lines. In hardware St. Louis enterprise continues to place goods throughout Mexico, West Indies and South America. This line is also placed in many parts of Asia. There has been considerable extension this past year.

Our stove manufacturers are now doing some business in Mexico and Central America. This American article is growing in favor.

BOOTS AND SHOES.

St. Louis continues to find ready sale in foreign countries and all the houses who have cultivated foreign trade have done well.

Trade with Mexico has been larger, also West Indies and Central and South America, British Columbia and Germany.

There is a large field in South America for this line, but the time occupied in delivering goods has so far been an obstacle to placing many orders. With better shipping facilities to the principal ports of South America, however, there will be a great trade awaiting the St. Louis manufacturers of shoes, much larger than any yet opened to them. The increase in exports for 1901 has approximately been 30%.

ELECTRICAL SUPPLIES.

There has been considerable awakening of interest in electrical matters by our neighbors of the South America, and St. Louis has shared in fur-

nishing supplies required, although the past few months it has been somewhat restricted for reasons already given.

Considerable supplies have been furnished to Canada, but the shipments to Japan and South America have fallen off in 1901. The exports to Canada, however, have increased over 100%.

It may be stated that the foreign trade in this line has not been quite as large as it was in 1900 with Europe and Asia.

FURNITURE.

There has been, as usual, considerable furniture exported to Mexico, also to the West Indies. Some new markets have also been reached—South Africa, Manila and Corea—but the aggregate does not exceed the year of 1900. The poor conditions prevailing in Mexico and West Indies already alluded to is the main reason for this.

MACHINERY AND PLUMBING GOODS.

The exports in this line has been about the same in volume as the previous year. The sales have been to Mexico, Cuba, Porto Rico, Hawaiian Islands and British Columbia.

There are strong houses in the line of manufacture and with the great needs of Latin America for improved hygienic conditions, there ought to be a large extension of this line of trade in these countries.

The sales of vitrified pipe have been about the same as last year, but distributed at more points foreign,

Notions, glassware, woodenware, paper, etc. There is a steady trade done in these lines with Mexico, and it only requires close attention to develop into larger proportions. There are active salesmen in the field, and a propaganda by mail is bringing good returns.

RAILROAD AND STREET CARS.

The sales in both those branches shows an increase. In railroad cars the gain has been about 25%, and the shipments have been to England, France, Spain, New Zealand, Australia, New South Wales, South America and Mexico. This is an important industry for St. Louis. In street cars the growth has been greater, being given by our largest factories as 50%. Orders were filled by one factory alone for over \$300,000 to Mexico, Brazil, Portugal and Argentine. The material for construction of both railroads and street cars being so much cheaper here, gives this market an advantage for this industry.

SUNDRIES.

There are a number of other industries in this city and vicinity which are making headway. The sale of butchers' supplies have increased 40%, and these are exported principally to Germany, France, Argentine Republic, Australia, South Africa, England, Austria, Russia, Sweden, Spain, Italy and Mexico.

Cooperage is an important article of export and increases yearly. Large shipments are made to Europe and Latin America.

Condensed milk is exported to Canada, Mexico, Central America, West Indies, South Africa, India, China, East Siberia, Japan and Australia, and increasing much in use in those countries.

St. Louis dry plates for photographic purposes have become celebrated for their excellence, and sales are made in Central and South America, Canada, Cuba, British Columbia, Hawaiian Islands, Philippines, Porto Rico, Mexico, Japan and England.

Shipments of malt in considerable quantities made to the breweries in Mexico.

Chemical products have been exported to about the same extent as previous year, and includes shipments to Canada, Mexico, West Indies, Australia and Germany.

Hats and gloves from St. Louis have large sale both in Mexico and West Indies.

Shipments of horses and mules to foreign countries from East St. Louis were: 14,000 mules and 48,000 horses. The most of these went to South Africa.

PACKING HOUSE PRODUCTS.

	1901.
Dressed Hogs	\$ 2,250,000
Fresh Hams.....	75,000
Other Fresh Pork Cuts.....	2,200,000
Dry Salt Meat and Sweet Pickled Meat....	17,500,000
Oleo Oil.....	7,250,000
Tallow.....	105,000
Lard.....	9,500,000
Dressed Beef	750,000
Fancy Meats, Beef and Calf Livers, Kidneys, Oxtails, etc.....	500,000

Fresh meats and most of cured meats to England and Cuba. Oleo oil to Holland, Denmark, Germany and Sweden. Lard to England, West Indies and South America. Tallow to England.

There are many other articles exported which show distinct gains. There were exported in bond—

Burlap Bags to the value of.....	\$195,055
Dry Plates.....	45,888
Steel Wire Ropes	23,858
Canned Meats	12,355
Malt.....	9,119

IMPORTATIONS.

The importations, as per statistics, in Custom House show a total of \$4,844,433, as compared with \$4,100,543 in 1900, or an increase of \$743,889.

The principal items were—

Bagging and Burlap.....	\$706,487
Manufactured Cottons.....	612,458
Chemicals and Drugs.....	458,945
Free Goods.....	452,753
Window Glass.....	231,578
Manufactured Linen.....	212,327
Straw Matting.....	167,062
Tobacco and Cigars.....	154,821
Steel Wires.....	165,049
Hops.....	116,458
China and Earthenware.....	107,549
Manufactured Cork.....	103,016

and miscellaneous other articles.

COFFEE.

	1901.	1900.
Receipts of Coffee Sacks.....	374,675	360,870
Packages.....	133,340	72,912

It is estimated that of the above 125,000 bags of coffee were imported direct from points south, mostly, of course from Brazil.

FRUIT.

About the usual quantity of tropical fruits have been brought to this market. Two hundred cars Mexican oranges were received, a falling off of about 200 cars from previous year.

ST. LOUIS MUNICIPAL AFFAIRS.

From the report of MR. JAMES Y. PLAYER, Comptroller, for the fiscal year ending April 10th, 1901.

CONDITIONS OF THE TREASURY.

The balance in the treasury at the end of the fiscal year, April 8, 1901, was, as is shown above, \$4,442,531.73. Adding the amounts of uncollected special tax bills in the matter of opening, sprinkling and changing grades of streets and maintaining boulevards (\$454,902.72), gives the total resources of the treasury \$4,897,434.45. Against this amount are chargeable the balance as standing to the credit of special funds and accounts, amounting in the aggregate to \$2,663,535.00. Deducting this amount from the resources of the treasury there remains an unappropriated surplus of \$2,074,592.03 belonging to the respective revenue funds as follows:

Interest and Public Debt Revenue	\$1,006,223.26
Municipal Revenue.....	28,595.65
Water Works Revenue.....	985,693.91
Harbor Fund.....	44,079.21
	<hr/>
	\$2,074,592.03

REVENUE AND APPROPRIATIONS.

The resources of the revenue funds income and unappropriated balances April 10, 1900, were as follows:

Interest and public debt revenue.....	\$ 2,206,885.59
Municipal revenue.....	5,975,814.13
Water works revenue.....	2,550,911.25
Harbor fund	108,549.54
	<hr/>
	\$10,837,160.51

BONDED DEBT.

The gross debt at the beginning of the fiscal year 1900-1901, including the \$189,315.59 advanced out of the treasury in anticipation of the revenue of the sinking fund of the year 1900-1901 was \$19,105,593.89. The amount advanced out of the treasury was written off, leaving the bonded debt, outstanding April 8, 1901, \$18,916,278.30.

The annual interest charge on the bonded debt amounts to \$778,409.23 or an average of \$4,115 per cent interest per annum.

SINKING FUND.

The resources of the sinking fund for the fiscal year amounted to \$421,590.72. After converting back into the treasury the \$189,815.59 advanced during the year 1899-1900 there remained a balance of \$232,775.13 to the credit of the fund at the end of the fiscal year.

TAXATION.

The assessed valuation for the taxes of 1901 is \$368,511.350 exclusive of railroad, bridge, telegraph, express and street railroad property, which is assessed by the State Board of Equalization, and this is estimated on the basis of last year, namely, \$26,211.350.

The rate of taxation as established for the current year differs from the rates for the taxes of last year in the following respects, namely: Pursuant to the result of the election the rate for Public Library tax was increased one-fifth of a mill, or two cents on the \$100 valuation, and therefore, the rate for general municipal purposes was reduced to the same extent. Heretofore the property in a portion of the territory annexed to the city under the Scheme and Charter was assessed at a lower rate than the property in the old limits of the city. This year the rate is uniform over both old and new limits.

The rate of taxation for the payment of the debt and the interest thereon was reduced five cents, that is, from thirty cents to twenty-five cents on the \$100 valuation. The amount of taxes that will be realized from this rate, together with the unappropriated surplus now to the credit of this fund will be sufficient to meet the requirements of the law.

The rates for 1901, on the \$100 valuation are as follows:

	Old Limits.	New Limits subject to in- creased rates.
For payment of debt and interest.....	\$.25	\$.25
For general municipal purposes.....	.96	.96
Total City.....	\$1.21	\$1.21
For Public Library.....	.04	.04
Total.....	\$1.25	\$1.25

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. ALBERT O. ALLEN,

STATE AUDITOR, JANUARY 10, 1902.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1901 taxes.....	\$1,008,948,753 00
Railroad, Bridge and Telegraph property, including street railroad property for 1901 taxes.....	118,423,986 02
Merchants and Manufacturers, valuation for 1901 taxes (Estimated).....	67,062,811 00
Total	<u>\$1,189,435,060 02</u>

Balance in Treasury, December 31, 1900.....	\$1,078,981 53
Receipts into the State Treasury from all sources, for all purposes, for the year ending December 31, 1901.....	5,127,414 67
Disbursements during the year 1901, for all purposes.....	4,968,215 28
Balance in Treasury December 31, 1901	<u>1,248,180 97</u>

STATE BONDED DEBT, JANUARY 1, 1902.

1287 $3\frac{1}{2}$ per cent. 5-20 refunding bonds, due January 1, 1908 ...	\$ 1,287,000 00
Total bonded debt.....	<u>\$ 1,287,000 00</u>

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.	\$2,909,000 00
School certificates, 5 per cent.....	249,000 00
	<u>\$3,158,000 00</u>
Seminary certificates, 6 per cent.....	\$ 122,000 00
Seminary certificates, 5 per cent.....	1,118,839 42
	<u>\$1,240,839 42</u>

MINING INDUSTRIES OF MISSOURI.

By J. W. MARSTELLER, Secretary and Assistant Inspector, Bureau of Mines,
Mining and Mining Inspection.

We are sorry that sufficient returns have not as yet been received to give you the actual figures relating to our mineral production, values, etc. The information already received, however, warrants the statement, that the mining industry of the State for the year ending December 31, 1901, shows a more prosperous condition of affairs than has heretofore been experienced. The production of zinc, coal and lead each show a decided increase over any previous year, due largely to the exploitation of new and extended mineral fields, the erection of extensive plants and the advances made in the treatment and handling of the ores.

Lead ore shows a large increase in production and also in value. Prices were well maintained throughout the year with the exception of the month of December, when a rapid decline in price occurred. The cause of this rapid decline is traced to the same selfish purpose that caused disaster to two large corporations, one of which manipulated the lead market and the other the copper market.

Vast improvements are now being made in the mining and cleaning of lead ore, and no where in the world can plants be found that will compare with the National and Federal located in St. Francois County, one of which was completed last year and the other now almost completed. The mining field of Southeast Missouri is expanding rapidly, with Madison and Washington Counties added to the disseminated lead district. Prospecting with the diamond drill never ceases in this region and each successive year will add new mines and increased product. Missouri is classed as the soft lead region, and shows an increased production, while the desilverized region shows a decrease.

The production of zinc ore for the year will show an increase over any former year. The year opened with a depressed market price and so continued until the last few months of the year; in the meantime the production was not restricted, our operators evidently anticipating the time when the export point would be reached. The export point was reached, and before the end of the year an advance of \$6.00 per ton was realized, and a general feeling of confidence in the maintenance of prices prevails throughout the mining district. The fictitious prices which obtained in 1899 were taken advantage of by designing men, and many worthless and worked-out properties were disposed of at outrageous prices—overstocked companies played a conspicuous part with the usual result. The effect o

all this is about past, and the improvements now being made are justified. Legitimate progress backed by scientific methods are governing very largely in all the new plants erected, and this fact will add greatly to the success and prosperity of the industry. The zinc fields like the lead fields are also expanding, and Central Missouri is rapidly developing into a fine lead and zinc region.

COAL.

The last year has been a record-breaker in the coal mining industry of the State. Not only has the production of coal greatly exceeded that of all other years, but the value of the output is much greater as well.

It has been a year of progress, development, better prices for the output, better prices paid for mining and better feeling between employer and employee. There have been no strikes or lockouts lasting over a few days, and the mines never were in a safer or better sanitary condition. The mining field is widening and expanding, and some of the best equipped mines in our State have been opened up in this new territory during the last year.

New mines with plants equipped with the most modern appliances have been opened up in all our mining counties, and many of the older mines have not only enlarged their capacity, but have been supplied with the facilities which will enable them to handle the product more economically and expeditiously.

Taken altogether, the mining industry of the State has never before presented a more satisfactory condition, nor has the promise for the future ever been brighter. The fact is, the mining industry is on a far more substantial basis than ever before; it is backed by a progressive intelligent management, an abundance of means and immense territory splendidly tested.

POPULATION OF ST. LOUIS.

AREA 63½ SQUARE MILES.

1899	4,928	1856	125,200
1898	5,000	1859	125,557
1890	5,263	1865	204,324
1892	6,297	1870—United States Census	310,367
1893	8,316	1880—“ “ “	350,533
1897	13,040	1885—Estimated	400,000
1900	16,489	1898—“	450,000
1904	24,140	1900—United States Census	451,773
1905	74,439	1900—United States Census	575,238
1908	94,000	1901—Estimated	600,000

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY

ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1893	\$ 40,340,450	.....	2.57	....
1893	49,409,080	.....	2.43	....
1894	53,305,330	\$ 68,059,078	2.60	....
1895	78,990,700	87,635,534	2.78½	....
1896	81,861,610	106,345,310	3.00	....
1897	88,625,600	113,907,660	3.25	....
1898	94,363,370	116,563,140	3.25	....
1899	113,636,410	138,633,430	3.25	....
1870	119,060,800	147,960,660	....	....
1871	123,833,950	158,373,430	3.30	....
1872	129,235,180	163,680,370	3.73	....
1873	149,144,400	180,378,950	3.76	....
1874	141,041,490	173,109,370	2.98.5	....
1875	181,141,090	166,999,660	3.43.5	....
1876	193,795,450	166,441,110	3.43.5	....
1877	148,019,750	181,345,660	3.90	....
1878	140,976,540	172,839,980	3.90	1.35
1879	126,071,670	163,813,930	3.90	1.35
1880	125,624,980	160,498,000	3.60	1.35
1881	159,897,470	167,864,230	3.60	1.35
1882	161,679,350	191,948,450	3.25	1.33
1883	163,479,080	193,668,640	3.55	1.30
1884	178,526,650	210,124,870	2.55	1.30
1885	177,867,240	207,810,350	2.55	1.30
1886	187,291,540	218,371,290	2.55	1.30
1887	184,815,560	217,143,320	2.50	1.30
1888	195,973,250	227,769,960	3.30	1.70
1889	196,185,840	220,338,810	2.30	1.60
1890	214,971,060	248,527,830	3.30	1.60
1891	215,353,980	255,113,690	2.30	1.60
1892	243,239,140	284,518,550	3.05	1.60
1893	242,787,480	287,628,420	3.05	1.67
1894	270,288,800	315,292,560	2.05	1.67
1895	268,098,900	330,496,640	2.05	1.67
1896	296,419,690	345,940,150	2.05	1.67
1897	299,685,720	344,749,700	2.05	1.67
1898	314,975,540	380,516,660	2.05	1.67
1899	330,019,980	374,568,490	1.95	1.67
1900	337,201,940	380,779,290	1.95	1.57
1901	342,252,540	394,722,700	1.90	1.90

City Assessment	.. \$369,511,850
Board of Equalization for Railroads, Bridges, Telegraph, Express and Street Railroad Property	.. 26,211,850
Total	.. \$394,722,700
City Tax, \$1.35; State, 25c; School, 40c	.. \$1.90

FIRE RECORD FOR 1901.

As Reported by Capt. CHAS. EVANS, Underwriter's Salvage Corps.

MONTHS.	ON BUILDINGS.			ON CONTENTS.		
	Insurance.	Losses to Companies.	Total Losses.	Insurance.	Losses to Companies.	Total Losses.
January ..	\$ 304,770 00	\$ 27,345 40	\$ 28,334 40	\$ 325 00	\$ 54,656 23	\$ 54,682 38
February ..	298,060 33	15,648 42	15,798 42	170,069 00	24,489 14	24,618 14
March	1,718,266 00	117,611 83	122,476 83	2,902,525 00	258,654 68	258,654 68
April	674,242 69	116,198 34	175,376 34	714,430 00	515,004 63	515,110 03
May	404,715 00	55,762 96	61,107 96	539,100 00	89,698 58	89,473 58
June	364,646 50	42,888 39	42,888 39	296,095 00	115,114 83	115,114 83
July	1,037,240 00	111,248 93	114,174 93	613,694 85	206,611 47	206,611 47
August	407,065 33	78,226 80	78,226 80	4,328,940 63	283,851 77	283,851 77
September ..	309,050 73	88,858 50	39,258 50	1,464,276 00	67,045 03	67,054 03
October	507,484 00	72,633 02	72,633 02	571,892 20	108,972 09	108,972 09
November ..	594,811 56	55,877 54	55,877 54	366,559 75	177,092 02	217,011 97
December ..	296,485 83	23,299 31	23,345 31	176,987 50	52,992 04	65,161 26
Totals ...	\$6,516,827 97	\$ 755,598 44	\$ 830,097 46	14,644,843 93	\$1,924,127 53	\$2,006,307 23

FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses.	Insurance.	Losses.
January	\$ 28,600 00	\$ 362 50	\$ 16,700 00	\$ 844 81
February	106,450 00	616 20	71,807 00	971 22
March	128,842 00	6,966 88	87,978 00	1,897 55
April	176,800 00	1,249 71	81,906 00	869 80
May	148,550 00	327 84	29,500 00	1,322 18
June	188,836 66	2,077 18	26,786 00	606 65
July	261,648 00	1,506 52	59,040 00	745 87
August	68,964 00	508 35	1,600 00	627 00
September	26,225 00	458 80	88,000 00	706 12
October	82,625 00	381 15	24,100 00	72 50
November	292,350 00	699 98	28,675 00	496 19
December	815,060 00	614 70	46,325 00	1,880 45
Totals	\$2,336,460 66	\$16,969 26	\$ 462,410 00	\$ 9,462 84

INSURANCE LOSSES AND PERCENTGES ON BUILDINGS AND CONTENTS DURING ELEVEN YEARS.

YEAR.	No. of fires and Alarms.	Amount of Insurance Involved.	Amount of Losses to Insurance Co's.	Percentage
1891	1573	9,659,181 86	2,792,969 76	28.91
1892	1587	7,990,999 91	1,619,055 03	20.29
1893	1435	7,545,353 64	2,100,616 60	27.84
1894	1513	4,306,086 29	1,194,106 01	28.58
1895	1640	5,181,017 00	779,678 97	15.05
1896	1968	6,454,861 68	881,860 74	13.66
1897	1965	11,680,261 12	2,246,980 61	19.40
1898	2064	9,277,860 03	1,143,823 25	12.32
1899	2473	9,017,908 97	928,159 54	10.20
1900	2048	10,838,995 23	1,855,028 10	17.94
1901 .....	....	23,980,643 66	2,705,427 57	11.30

BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE
CITY OF ST. LOUIS DURING THE YEAR 1900 AND 1901.

Prepared by O. F. LONGFELLOW, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

1900.			1901.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January	169	\$ 421,938	January	224	\$ 1,295,218
February	158	534,478	February	202	686,644
March	215	424,906	March	312	911,968
April	239	579,853	April	333	727,522
May	171	411,281	May	359	1,296,354
June	178	296,910	June	346	1,342,104
July	210	441,727	July	322	1,498,283
August	252	628,366	August	347	786,171
September	220	275,066	September	328	542,291
October	284	588,029	October	387	1,012,819
November	212	560,278	November	388	759,801
December	210	804,532	December	224	2,350,301
Totals	2,513	\$5,916,984	Totals	3,722	\$ 13,207,991

BUILDING PERMITS ISSUED FOR TWENTY YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1901 .....	.....	.....	3,722	\$13,207,991
1900	1,330	1,188	2,518	5,916,984
1899	1,589	961	2,550	8,249,665
1898	1,861	796	2,657	7,833,829
1897	2,549	771	3,320	9,471,640
1896	2,848	686	3,539	10,084,908
1895	2,862	780	3,642	14,881,060
1894	2,977	878	3,853	11,844,700
1893	2,748	1,069	3,837	12,857,667
1892	3,496	1,236	4,732	16,974,478
1891	2,976	1,459	4,435	18,259,960
1890	2,665	1,329	3,994	13,662,700
1889	2,453	1,091	3,544	9,766,700
1888	2,145	841	2,986	8,029,501
1887	1,842	648	2,490	8,162,914
1886	1,753	491	2,224	7,080,819
1885	2,160	510	2,670	7,376,519
1884	1,869	620	2,609	7,316,626
1883	1,881	590	2,401	7,123,878
1882	1,646	715	2,361	5,010,564
1881 .....	.....	....	1,966	4,443,552

ST. LOUIS WEATHER FOR THE YEAR 1901.

By DR. R. J. HYATT, Local Forecast Official, United States
Weather Bureau St. Louis.

January temperature was above the normal except on the 1st to 3rd, 11th, 25th, 30th and 31st, and the precipitation was deficient. The highest temperature was 69° on the 15th and the lowest was 8° on the 1st. The average temperature was 37.2°. The total precipitation was 1.12 inches, a deficiency of 1.12 inches. The maximum wind velocity was 37 miles from the west on the 24th. There was light snow on the 11th, 12th and 18th.

February temperature was deficient for the month, being above the normal on the 1st to 4th, 8th, 14th, 15th, 17th, 18th and 25th. The precipitation was below the normal. The highest temperature was 60° on the 17th, and the lowest was 12° on the 6th. The average temperature was 31.0°. The total precipitation was 1.86 inches, a deficiency of 1.13 inches. The maximum wind velocity was 45 miles from the west on the 3rd. Snow fell on the 2nd, 7th, 8th, 9th, 11th and 20th to 25th. The total snowfall for the month was 8.6 inches.

March temperature was above the normal except on the 4th to 6th, 14th, 15th, 20th, 21st and from the 26th to 31st. The precipitation was below the normal. The highest temperature was 71° on the 18th, and the lowest was 15° on the 6th. The average temperature was 44.8°. The total precipitation was 2.94 inches, a deficiency of 0.35 of an inch. The maximum wind velocity was 53 miles from the southwest on the 10th. Light snow fell on the following dates: 4th, 5th, 10th, 14th, 15th, 20th, 21st and 29th. The total amount of snow for the month was 2.1 inches, two inches, two inches of which fell on the 29th.

April temperature was below the normal, except on the following days: 10th, 11th, 15th, 16th and 24th to 30th. The precipitation was deficient. The highest temperature was 89° the 30th and the lowest was 33° on the 1st. The average temperature was 54.4°. The total precipitation was 2.35 inches, a deficiency of 1.13 inches. The maximum wind velocity was 43 miles from the southwest on the 5th. Snow fell on the 1st, 2nd and 18th. Total amount of snowfall for the month was 4.5 inches, two inches of which fell on the 18th, 2½ inches on the 2nd and trace on the 1st.

May temperature was slightly above the normal for the month. The precipitation was below the average. The highest temperature was 90° on

the 2nd and the lowest was 46° on the 26th. The average temperature was 66.2°. The total precipitation was 2.69 inches, a deficiency of 1.77 inches. The maximum wind velocity was 39 miles from the west on the 23rd.

June temperature was considerable above the normal except on the 1st and from the 6th to the 9th. The precipitation was below the average. The highest temperature was 102° on the 29th and the lowest was 54° on the 8th. The average temperature 80.6°. The total precipitation was 3.92 inches, a deficiency of 0.56 of an inch. The maximum wind velocity was 45 miles from the west on the 5th. The maximum temperature 102°, which was the highest of record for June since the Weather Bureau was established, the previous record being 99° in 1881. The temperature was also 100 on the 23rd and 30th.

July temperature was considerably above the normal, being the warmest month of the year, and the hottest July of record, the temperature below the normal on but two days, the 7th and 8th. The precipitation was deficient. The highest temperatures were 107° on the 24th and 22nd; 106° on the 21st and 23rd; 104° on the 10th and 11th; 102° on the 12th; 101° on the 5th and 20th, and 100° on the 1st and 17th. The lowest temperature 63° on the 8th. The average temperature was 87.4°. The total precipitation was 1.47 inches, a deficiency of 2.18 inches. The maximum wind velocity was 33 miles from the northwest on the 17th. While this month was the hottest of record, there were very few prostrations from heat in St. Louis, as compared with other large cities throughout the country where the humidity was higher. The minimum temperature was above 80° only six days during the month, showing comparatively cool and pleasant nights during the month.

August temperature was above the normal except the 4th to 6th, 17th, 18th and 31st. The precipitation was very deficient. The highest temperature was 105° degrees on the 2nd, and the lowest was 63° on the 31st. The average temperature was 80°. The total precipitation 0.76 of an inch, a deficiency of 1.46 inches. The maximum wind velocity was 30 miles from the east on the 26th.

September was above the normal except on the 1st, 2nd and 16th to the 22nd. The precipitation was considerably deficient. The highest temperature was 95° on the 9th, and the lowest was 43° on the 18th. The average temperature was 71.8°. The total precipitation was 0.64 of an inch, a deficiency of 2.23 inches. The maximum wind velocity was 45 miles from the south on the 11th.

October, the temperature was above the normal except the 2nd to 5th, 12th to 14th, 16th and 17th, and the precipitation was deficient. The highest temperature was 89° on the 1st, and the lowest was 42° on the 4th. The average temperature was 61.8°. The total precipitation was 2.12 inches, a deficiency of 0.22 of an inch. The maximum wind velocity was 27 miles from the west on the 13th.

November temperature was above the normal except the 3rd to 5th, 7th, 8th, 12th and 15th to 19th. The precipitation was below the average. The

highest temperature was 76° on the 11th, and the lowest was 23° on the 17th. The average temperature was 44°. The total precipitation was 1.21 inches, a deficiency of 1.77 inches. The maximum wind velocity was 36 miles from the northwest on the 3rd.

December temperature was the coldest of record for that month since the establishment of the Weather Bureau, except the year 1879. The minimum of 10° below zero on the 20th is the lowest, except in 1879, when it was 17° below on the 24th. The temperature also below zero during the month as follows: 5° below on the 15th, 3° below on the 19th and 2° below on the 14th. The highest temperature was 62° on the 12th, and lowest 10° below zero on the 20th. The average temperature was 30.2°. The precipitation was above the average for the month. The total amount of precipitation was 3.72 inches, an excess of 1.45 inches. This was the only month in the year with an excess of precipitation. The river also was frozen during a portion of the month, sufficient for persons to cross over on the ice. The maximum wind velocity was 27 miles from the north on the 29th.

The average temperature for the year was 1° above normal 57°, and the total precipitation was 24.80 inches, a deficiency of 12.47 inches.

The year was one of marked excess in temperature and deficiency in precipitation, the drought being considered one of the most severe on record for this locality. The minimum wind velocity was 53 miles per hour.

A new glass weather map was installed by the Weather Bureau on the floor of the Exchange in December.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 31 years:

MONTH.	TEMPERATURE			PERC'TGE.		Precipitation in inches.	NUMBER OF DAYS.					Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation		
January	74	-22	82	78	53	2.24	11	9	10	9	N. W.	
February	78	-16	85	72	55	2.99	9	9	10	10	N. W.	
March	86	8	44	68	52	3.29	9	12	10	11	N. W.	
April	89	23	57	63	50	3.48	10	11	9	10	S. E.	
May	94	33	66	66	49	4.46	11	12	8	12	S.	
June	94	44	75	69	48	4.48	9	15	6	12	S.	
July	107	56	79	67	48	3.65	12	14	5	10	S.	
August	106	52	78	68	38	2.22	15	12	4	7	S.	
September	103	57	70	67	38	2.87	15	10	5	7	S.	
October	91	24	60	64	37	3.34	15	10	6	7	S.	
November	82	5	44	68	51	2.98	10	10	10	9	S.	
December	74	-17	36	73	57	3.27	9	10	12	10	S.	
Means and Extremes.	107	-22	56	69	47	37.27	135	135	95	114	S.	

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901.

Minimum temperature 22 degrees below zero January 5th, 1894. Absolute range 129 degrees.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1901.

TAKEN FROM THE RECORDS OF THE WEATHER BUREAU STATION.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total for 1901.
1.....			T	T		T				.10	T	T	
2.....		.84		T .24			.81			.16		T	
3.....		.71		T			.58				.28	T	
4.....			T			1.10						T	
5.....			T	.57	T	1.19	.08	.08				T	
6.....				.08	T .01	.60	.04				T	.01	
7.....	T	.04			T							.08	
8.....	T .29	T .24	.27		.84	.61				.20		1.00	
9.....	T .25		1.50		.16	.04			T	.11			
10.....		.08			.10			.18	T .30				
11.....	T		T	.05					T .25	.18	T		
12.....	T		T	.44		T			T .84	.82			
13.....			T .01						.08	.08		2.40	
14.....			T				T					T	
15.....				.18			T	T				.08	
16.....				.69	T		T	.11	T			.01	
17.....	.02			.80	.86		T	.06				.18	
18.....			.84	.80	.57			.06				T	
19.....		T	T						T .06				
20.....		.09	T		.28	T					T		
21.....		.61		.06	.02						.60		
22.....	.07	T	.23	T	.28			.84			.01		
23.....	T	T	.16		.82								
24.....	T		.01			T							
25.....	.29							T					
26.....									T				
27.....		.14			.04	.88				T			
28.....					.06	T						T	
29.....	T .20		.80				T					T	
30.....	T		.12										
31.....										.40			
Total.	1.12	1.88	2.94	2.85	2.69	8.92	1.47	.76	.64	2.12	1.21	8.72	.....
Signature	-1.06	-.92	-.58	-1.44	-1.89	-1.16	-2.29	-2.74	-2.48	-0.77	-1.89	+.91	.....

+Excess. -Deficiency. T indicates precipitation too small to measure.

CUSTOM HOUSE TRANSACTIONS, 1901.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1901, showing foreign value and duty paid.
CHAS. H. SMITH, Surveyor of Customs.

COMMODITIES.	Value.	Duty.
Art Works.....	\$ 24,474 00	\$ 8,708 65
Books and Printed Matter.....	6,625 00	1,656 25
Brushes.....	6,582 00	2,682 80
Chemicals and Drugs.....	458,945 00	128,725 68
China and Earthenware.....	107,549 00	60,558 85
Cutlery.....	95,682 00	56,287 18
Jewelry and Precious Stones.....	67,689 00	7,947 20
Toys.....	19,851 00	6,947 65
Fire Arms.....	75,196 00	86,014 80
Fish.....	89,845 00	18,090 94
Free Goods.....	452,758 00	.....
Glassware.....	28,545 00	18,621 55
Glass, Window.....	281,578 00	69,825 27
Hops.....	116,458 00	41,838 96
Marble.....	5,874 00	2,981 70
Manufactured Cork.....	108,018 00	26,929 85
" Cotton.....	612,468 00	352,242 83
" Linen.....	212,827 00	89,079 48
" Leather.....	64,085 00	28,511 54
" Metal.....	51,258 00	28,066 10
" Paper.....	57,184 00	18,908 65
" Silk.....	94,694 00	52,513 12
" Wood.....	8,189 00	8,020 55
Miscellaneous.....	291,868 00	124,978 09
Paints and Colors.....	10,401 00	8,088 15
Rice, Granulated.....	81,545 00	11,744 75
Spirituous Liquors.....	89,188 00	40,706 19
Straw Matting.....	167,652 00	69,277 25
Tobacco and Cigars.....	154,821 00	161,622 50
Wines, Sparkling.....	47,535 00	27,618 80
Wines, Still.....	83,776 00	52,694 64
Steel Wire.....	165,049 00	67,140 85
Tea.....	60,208 00	55,632 60
Burlap and Bagging.....	706,487 00	188,904 23
Oil Cloths.....	25,871 00	12,998 09
Woolens.....	25,905 00	28,027 49
Collections from all other sources.....	.....	49,600 48
Total, 1901.....	\$4,844,488 00	\$1,908,898 96
Total, 1900.....	4,100,544 00	1,658,781 44

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1901.—CHAS. H. SMITH, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1900.....	\$188,214 00	\$121,262 47		
January, 1901.....	26,882 00	20,716 76	\$ 20,890 00	\$ 21,008 72
February, ".....	24,885 00	24,080 79	22,540 00	17,789 78
March, ".....	44,688 00	21,844 29	27,665 00	23,684 81
April, ".....	88,204 00	54,915 38	28,694 80	23,882 80
May, ".....	29,188 00	24,882 46	26,618 00	28,280 24
June, ".....	20,489 00	8,952 48	24,806 00	18,661 22
July, ".....	18,798 00	17,868 76	48,829 00	81,901 70
August, ".....	21,957 00	14,427 58	22,174 00	16,268 67
September, ".....	28,978 00	27,459 82	40,164 00	24,973 40
October, ".....	59,886 00	81,666 28	27,518 00	22,107 42
November, ".....	48,689 00	81,182 91	80,846 00	20,597 70
December, ".....	88,884 00	26,628 96	67,189 00	45,456 07
TOTALS.....	\$576,104 00	\$424,779 09	\$382,425 00	\$286,991 78
In Warehouse Dec. 31, 1901.....			198,679 00	187,787 31

Statement of Commodities, exported in bond from St. Louis during the year ending December 31, 1901.

CHARLES H. SMITH, Surveyor of Customs.

COMMODITIES.	Gallons.	Number.	Pounds.	Value.
Beer.....	1,082,245		2,709,824	\$ 787,112 00
Burlap Bags.....			888,342	195,066 00
Dry Plates.....			272,128	45,888 00
Steel Wire Rope.....			51,884	26,864 00
Ammonia.....				8,881 00
Drugs.....				11,822 00
Canned Meats.....				12,886 00
Calendars.....				1,000 00
Manufactured Metal.....				466 00
Malt.....			481,718	9,119 00
TOTAL.....	1,082,245		8,800,898	\$1,047,616 00

EXPORTS.

1897.....	\$ 113,802 08
1898.....	577,802 00
1899.....	968,289 00
1900.....	1,153,186 00

STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS POSTOFFICE DURING 1899, 1900 AND 1901.

F. W. BAUMHOFF, Postmaster.

REVENUES.

	Receipts.	Expenditures.
1901.....	\$2,240,429.72	\$1,241,282.07
1900.....	2,081,064.77	1,211,642.84
1899.....	1,867,006.25	1,154,904.75
Increase in receipts.....		\$ 208,764.95
Increase in net revenue.....		79,573.45

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN ST. LOUIS.

		Increase.
Total pounds handled in 1901.....	30,521,550	
Total pounds handled in 1900.....	30,064,921	
Total pounds handled in 1899.....	28,918,840	456,629
Total number pieces outgoing handled in 1901 ..	245,784,171	
Total number pieces outgoing handled in 1900...	235,085,670	
Total number pieces outgoing handled in 1899...	218,175,633	20,748,501

RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1901.....	6,561,886	Total pieces handled, 1901.	94,506,880
Total pounds, 1900.....	6,170,720	Total pieces handled, 1900..	89,721,778
Total pounds, 1899.....	5,611,977	Total pieces handled, 1899..	84,627,875

MAIL MATTER COLLECTED AND DELIVERED BY CITY DELIVERY.

Total pounds, 1901.....	18,437,827	Total pieces, 1901.....	378,194,367
Total pounds, 1900.....	14,327,056	Total pieces, 1900.....	301,034,920
Total pounds, 1899.....	10,946,669	Total pieces, 1899.....	230,058,600

LOCAL DROP MAIL.

	1901. Pounds.	1901. Pieces.	1900. Pounds.	1900. Pieces.	1899. Pounds.	1899. Pieces.
Letters.....	904,961	54,297,660	779,336	46,760,160	536,494	32,189,640
Cards.....	86,968	5,545,200	85,399	5,309,850	34,013	5,101,960
Circulars.....	148,780	5,951,200	103,440	4,187,600	102,177	4,067,060
Second Class....	273,549	3,009,039	230,142	2,531,592	226,984	2,496,824
Third Class.....	289,788	5,795,760	272,006	5,440,120	264,999	5,299,980

RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1901.....	2,843,506
Total number, 1900.....	2,458,257
Total number, 1899.....	2,067,650

ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1901.....	1,157,718	\$8,395,089.32
1900.....	1,126,759	7,788,384.59
1899.....	968,509	6,827,852.05

U. S. INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.
H. O. GRENNER, Collector.

THE CITY OF ST. LOUIS.

	1896.	1897.	1898.	1899.	1900.	1901.
<i>Lites (penalties, etc.)</i>	\$ 14,084 02	\$ 6,618 56	\$ 123,435 70	\$ 98,983 85	\$ 160,789 11	\$ 133,472 82
<i>Spirits Stamps</i>	933,413 08	881,316 48	1,124,829 74	685,729 77	108,865 18	120,998 89
<i>Tobacco Stamps</i>	3,188,070 78	3,755,393 74	5,627,080 61	8,000,753 63	9,515,336 13	8,895,848 32
<i>Cigar and Cigarette Stamps</i>	299,960 88	484,513 99	594,873 83	281,672 46	210,167 14	192,622 07
<i>Snuff Stamps</i>	1,375 90	1,172 22	1,756 03	2,002 56	1,788 12	1,374 19
<i>Beer Stamps</i>	1,943,666 06	2,005,224 90	3,015,508 08	3,885,760 87	4,256,181 76	4,302,891 02
<i>Special Tax Stamps</i>	132,133 66	137,641 44	164,030 75	176,871 29	177,609 16	185,497 10
<i>Playing Cards</i>	46 32	8 64	15 70	9 08	4 14	2 48
<i>Mixed Flour</i>.....	.....	.....	120 10	164 08	99 00	62 00
<i>Documentary Stamps</i>.....	.....	.....	638,886 93	928,504 95	935,898 68	494,911 23
<i>Proprietary Stamps</i>.....	.....	.....	145,983 43	216,000 26	219,801 69	122,706 72
Total	\$ 6,568,760 19	\$ 7,271,984 99	\$ 11,440,470 80	\$ 14,376,491 24	\$ 15,676,548 96	\$ 14,490,068 84

IMPORTS AND EXPORTS OF THE UNITED STATES.

From the Bureau of Statistics, Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1900 and 1901.
	1899.	1900.	1901.	
MERCHANDISE.				
Imports—Free of Duty.....	\$ 850,897,220	\$ 849,288,761	\$ 881,517,145	\$+ 89,228,884
Dutiable.....	448,070,190	486,860,953	498,888,201	+ 12,027,248
Total.....	\$ 798,967,410	\$ 829,149,714	\$ 880,405,846	\$+ 61,255,632
Exports—Domestic.....	\$1,252,982,844	\$1,458,010,112	\$1,488,238,606	\$— 14,771,507
Foreign.....	22,535,627	24,986,001	27,275,584	+ 2,889,533
Total.....	\$1,275,467,971	\$1,477,946,113	\$1,465,514,189	\$— 12,431,974
Excess of Exports.....	\$ 476,500,561	\$ 648,796,899	\$ 585,108,793	\$— 63,687,606
GOLD.				
Imports.....	\$ 51,384,964	\$ 66,749,064	\$ 54,881,882	\$— 12,867,202
Exports.....	45,879,411	54,134,623	57,729,869	+ 8,595,266
Excess of Imports.....	\$ 5,955,553	\$ 12,614,461	\$ 8,848,007	.....
Excess of Exports.....	.....	.....	.....	.....
SILVER.				
Imports.....	\$ 80,848,929	\$ 40,100,848	\$ 31,142,949	\$— 8,957,894
Exports.....	53,461,737	66,221,664	55,638,901	— 10,582,763
Excess of Exports.....	\$ 22,617,808	\$ 26,121,821	\$ 24,495,952	\$— 1,625,869

IMPORTS AND EXPORTS OF MERCHANDISE.

IMPORTS.	1899.	1899.	1900.	1901.
January.....	\$ 50,827,714	\$ 58,289,771	\$ 75,897,102	\$ 69,207,080
February.....	53,074,649	60,238,452	68,833,941	64,501,699
March.....	61,562,183	72,820,746	86,532,456	75,886,834
April.....	55,946,410	65,208,228	75,510,262	76,695,131
May.....	53,584,651	70,160,773	71,653,525	78,642,703
June.....	51,265,281	61,737,309	61,001,397	68,404,637
July.....	50,984,381	60,101,744	63,659,692	73,082,435
August.....	49,677,849	66,643,810	61,820,458	73,127,217
September.....	48,456,357	70,711,955	59,568,600	66,826,813
October.....	52,349,526	72,232,238	70,631,034	81,446,763
November.....	52,096,828	70,098,981	65,354,040	72,556,271
December.....	55,189,139	70,783,843	68,697,207	79,914,743
Totals—12 months ending December.	\$ 634,964,448	\$ 798,967,410	\$ 829,149,714	\$ 880,405,846
EXPORTS.				
January.....	\$ 108,426,674	\$ 115,591,446	\$ 117,597,148	\$ 136,325,601
February.....	94,917,453	93,837,151	119,426,985	112,967,014
March.....	112,620,496	104,559,689	134,157,225	124,478,643
April.....	99,814,816	88,794,573	118,772,580	120,754,190
May.....	111,283,435	98,841,247	113,427,849	124,867,911
June.....	94,978,723	96,394,227	108,651,957	102,774,269
July.....	72,525,049	94,926,170	100,452,807	109,452,510
August.....	84,565,561	104,646,020	103,675,965	108,027,955
September.....	90,645,937	109,886,677	115,901,722	106,089,183
October.....	118,619,563	125,966,527	163,389,680	145,659,415
November.....	129,797,965	123,755,911	136,702,324	136,455,639
December.....	137,850,594	123,268,033	145,889,871	137,076,815
Totals—12 months ending December.	\$1,255,546,266	\$1,275,467,971	\$1,477,946,113	\$1,465,514,139
Total Imports and Exports...	\$1,890,510,714	\$2,074,435,881	\$2,307,095,827	\$2,345,919,485
12 months ending Dec.; Excess of exports.	\$ 620,581,818	\$ 476,500,561	\$ 648,796,899	\$ 585,108,793

RAIL TRANSPORTATION.

By E. S. TOMPKINS, Commissioner, St. Louis Traffic Bureau.

The importance of St. Louis as the great central market of the Mississippi Valley has been materially strengthened during the past year by the development, construction and operation of the railroads reaching this city.

The trade territory directly tributary to this market has been largely increased by the buying up of completed roads, and the building of new lines.

When the Frisco System acquired the Kansas City, Fort Scott & Memphis and Kansas City, Memphis & Birmingham Railroads, they secured control of a line aggregating about 1,258 miles in the States of Kansas, Missouri, Arkansas, Mississippi, Alabama and the Indian Territory. They have also purchased the Fort Worth & Rio Grande, extending from Fort Worth to Brownwood, Texas, 141 miles, and, in addition to the absorption of these two properties, they have completed their line from Sapulpa, I. T., to Fort Worth, Texas, a distance of 290 miles.

The Missouri Pacific have secured control of the Denver & Rio Grande and the Rio Grande Western Railways, having 2,140 miles of track in Colorado, Utah and New Mexico. They have also acquired the New Orleans & Northwestern Railway, with 101 miles of road in Louisiana, as well as a number of smaller roads in other States.

The Wabash Railway have purchased the Omaha & St. Louis Railroad, Pattonsburg, Mo., to Omaha, Neb., 148 miles, which gives them their own rails into Omaha, as well as the short line between St. Louis and that point. They have also secured control of the Wheeling & Lake Erie Railroad, and they are now extending this line to Pittsburg, Pa.

The St. Louis, Kansas City & Colorado Railroad have completed their road, which is known as the "St. Louis Line," to Bell, Mo., 105 miles west of St. Louis, and they are now working on the road west of that point, and they expect to have their rails into Kansas City the latter part of 1902.

These changes have been the most important during the year, and the new territory opened to this market will prove valuable to the merchants of St. Louis, who are making every effort to extend their trade.

The acquisition of the Mobile & Ohio Railroad, with 860 miles, by the Southern Railway, gives that Company entrance into St. Louis over two lines, as they purchased the L., E. & St. L. Railway in 1900.

The Burlington, with over 8,000 miles of road, has passed to the control of the Great Northern and Northern Pacific Roads, and in turn, the Northern Securities Company has been organized with a capital of \$400,000,000 to take over all three properties. The change in ownership of the two roads mentioned, should not prove injurious to this market, but on the

other hand should improve their traffic arrangements with the Companies with which they have been merged, and in that way enable them to increase their service out of St. Louis to a larger territory.

The passenger service of the St. Louis lines is constantly being improved by the addition of finer equipment and the establishment of faster trains between St. Louis and other cities.

The St. Louis Union Station is the largest and one of the finest passenger stations in the world, and it has proven an important factor in the increase of passenger business through this gateway.

The construction and equipment of the St. Louis & O'Fallon and the St. Louis, Belleville & Suburban Roads, has aroused a great deal of interest, as both lines will be operated with electric motors, and their tonnage will consist almost entirely of soft coal. The steam lines have been defeated in competition with electric lines for suburban passenger service, but it remains for these two lines to demonstrate their ability to successfully compete with the steam roads for freight business.

A road known as the St. Louis Valley Line is now being constructed between East St. Louis and East Cape Girardeau. Track laying is now in progress, and it is reported that this line will pass into the hands of the St. Louis Southwestern Railway, as soon as it is completed, which will give that road an entrance into this city over their own rails.

The St. Louis, Memphis & Southeastern Railroad will be completed in 1902. It will connect the St. Louis & San Francisco Railroad Company's subsidiary lines with the main road, and will give St. Louis a new line to the Southeast. They will use the Frisco terminals in this city, and their tracks leading out of this city to a point this side of Pacific Junction, from which point they will construct about 170 miles of road, through Crystal City and Cape Girardeau to Luxora, from which point they now have a line which reaches the Frisco System at Deckerville, Ark., 28 miles west of Memphis, Tenn.

The construction of these new lines is no doubt due to the rapid development of the South and the West, and the increased volume of business which is seeking this market.

The railroads, realizing the importance of fast and economical transportation of freight, have, in the last year, spent large sums in improving their roadways leading from this city, and in the purchase of new equipment of increased capacity to handle our rapidly growing business.

A few years ago, the rule was freight cars of thirty to forty thousand pounds capacity, but now they are building cars of sixty, eighty and one hundred thousand pounds capacity.

With larger engines, cars of greater carrying capacity, and improvement of their track, by the elimination of many of the grades and curves, the railroads can handle a much larger volume of business at a lower average cost.

The strength of all great trade centers is in their facilities for fast and cheap transportation via the most direct and shortest routes, and the improvements made by the St. Louis lines in the past year, with those planned for the coming year are such as to encourage everyone interested in the growth and expansion of the trade of this city.

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1901.

AND COMPARISON WITH PREVIOUS YEARS.

AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT ST. LOUIS DURING 1901,

FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	113,006	1,593,619	2,258,619
" " By Wagon.....		660,000	
Merchants' Bridge.....	60,551		908,988
The Wiggins Ferry.....	36,507	730,140	1,192,126
" " By Wagon.....		461,985	
The Carondelet Ferry.....	27,646		717,866
The Interstate Car Transfer.....	12,524		248,240
The Madison County Ferry.....			68,400
Total tons West to East during 1901.....			5,877,208
" " " " 1900.....			5,426,044
" " " " 1899.....			4,814,186
" " " " 1898.....			4,169,809
" " " " 1897.....			3,643,187
" " " " 1896.....			2,984,450
" " " " 1895.....			2,825,077
" " " " 1894.....			2,090,323
" " " " 1893.....			2,818,669
" " " " 1892.....			2,943,386
" " " " 1891.....			3,007,359

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	151,550	3,101,597	3,481,597
" " By Wagon.....		330,000	
Merchants' Bridge.....	44,690		557,992
The Wiggins Ferry.....	59,015	1,416,360	1,955,184
" " By Wagon.....		538,824	
The Carondelet Ferry.....	24,649		716,816
The Interstate Car Transfer.....	85,296		899,471
The Madison County Ferry.....			52,500
The St. Clair Ferry Co.....			20,000
Total Tons East to West during 1901.....			7,933,560
" " " " 1900.....			6,415,096
" " " " 1899.....			6,659,621
" " " " 1898.....			5,964,533
" " " " 1897.....			5,446,074
" " " " 1896.....			5,096,966
" " " " 1895.....			5,627,893
" " " " 1894.....			4,878,742
" " " " 1893.....			5,291,175
" " " " 1892.....			5,289,810
" " " " 1891.....			5,820,786
Total both Ways 1901.....			13,810,768
" " " " 1900.....			11,840,140
" " " " 1899.....			11,478,757
" " " " 1898.....			10,144,842
" " " " 1897.....			9,069,261
" " " " 1896.....			8,081,416
" " " " 1895.....			8,452,959
" " " " 1894.....			7,563,964
" " " " 1893.....			8,109,844
" " " " 1892.....			8,232,196
" " " " 1891.....			8,826,125

STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR FOUR YEARS.

ROUTE.	1901.	1900.	1899.	1898.
Chicago & Alton R. R. (Mo. Div.).....	175,578	108,610	109,907	121,196
Missouri Pacific R. R.....	1,290,548	1,275,087	1,106,178	1,058,151
St. Louis & San Francisco R. R.	680,084	617,608	552,778	491,818
Wabash Railway (West).....	576,297	440,982	888,924	440,567
St. Louis, Kansas City & Colorado R. R.....	80,517	88,553	40,990	28,868
Missouri, Kansas & Texas R. R.....	862,909	443,440	287,500	267,141
St. Louis-Southwestern Ry.....	111,678	.....	.....	.....
St. Louis, Iron Mountain & Southern R. R....	2,059,912	1,987,087	1,812,990	1,278,964
Illinois Central R. R.....	1,881,506	1,670,869	1,426,876	1,400,678
Louisville & Nashville R. R.....	892,478	800,698	881,905	601,579
Mobile & Ohio R. R.....	968,186	961,888	788,874	661,040
Southern R. R.....	1,269,556	915,870	758,670	774,414
Baltimore & Ohio Southwestern R. R.....	1,084,588	967,880	1,069,881	779,629
Chicago, Alton & St. Louis R. R. (Main Line)..	609,027	484,846	861,609	236,049
Cleveland, Cincinnati, Chicago & St. L. R. R....	784,021	546,449	578,069	678,385
Terre Haute & Ind. R. R. (Vandalia Line)....	879,470	827,467	878,025	780,528
Wabash Railroad (East).....	926,815	789,914	886,364	648,248
Toledo, St. Louis & Western R. R.....	847,248	254,448	410,580	392,866
Chicago, Peoria & St. Louis R. R.....	911,858	884,456	555,410	484,458
Chicago, Burlington & Quincy R. R.....	501,151	468,867	897,748	262,945
St. Louis, Keokuk & Northwestern R. R.....	768,678	871,994	845,976	986,508
St. Louis, Chicago & St. Paul R. R.....	.....	.....	164,109	158,648
St. Louis, Peoria & Northern Ry.....	.....	.....	524,614	585,135
St. Louis, Troy & Eastern R. R.....	440,018	114,113	.....	.....
St. Louis, Belleville & Suburban Ry.....	1,472	.....	.....	.....
Upper Mississippi River.....	68,470	50,070	45,410	88,910
Lower Mississippi River.....	938,895	274,445	238,140	811,915
Illinois River.....	27,895	20,905	82,585	20,415
Missouri River.....	8,860	2,725	565	790
Ohio River.....	57,815	2,700	89,440	87,180
Cumberland and Tennessee Rivers.....	21,330	87,825	88,510	45,865
Upper Mississippi River by Rafts.....	50,550	73,840	71,960	57,060
Total in Tons.....	17,896,828	15,887,451	15,272,482	13,469,435
Total by Rail.....	17,483,528	15,375,441	14,805,872	12,962,860
Total by River.....	462,905	512,010	466,610	506,585

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR FOUR YEARS.

ROUTE.	1901.	1900.	1899.	1898.
Chicago & Alton R. R. (Mo. Div.).....	81,648	78,081	80,709	82,095
Missouri Pacific R. R.....	900,820	782,979	702,688	501,858
St. Louis & San Francisco R. R.....	905,877	696,702	725,941	588,608
Wabash Railway (West)	495,518	461,450	456,806	528,746
St. Louis, Kansas City & Colorado R. R.....	89,605	18,877	22,980	12,679
Missouri, Kansas & Texas R. R.....	848,085	268,898	252,197	246,948
St. Louis Southwestern Ry.....	48,150			
St. Louis, Iron Mountain & Southern R. R.....	1,651,009	1,187,429	941,154	581,502
Illinois Central R. R.....	705,244	680,581	568,084	487,160
Louisville & Nashville R. R.....	406,224	483,908	844,241	802,158
Mobile & Ohio R. R	487,405	483,890	584,428	885,710
Southern R. R.....	588,408	818,698	186,160	152,887
Baltimore & Ohio Southwestern R. R.....	298,071	526,287	288,199	442,512
Chicago, Alton & St. Louis R. R. (Main Line) ..	484,592	428,656	296,851	263,856
Cleveland, Cincinnati, Chicago & St. Louis....	448,818	447,712	433,946	453,862
Terre Haute & Ind. R. R. (Vandalia).....	451,180	409,527	446,686	444,678
Wabash Railway (East).....	622,326	618,558	565,746	414,187
Toledo, St. Louis & Western R. R	507,014	810,885	210,470	349,396
Chicago, Peoria & St. Louis R. R.....	818,973	872,652	226,040	146,014
Chicago, Burlington & Quincy R. R.....	441,778	449,748	869,612	286,554
St. Louis, Keokuk & Northwestern R. R.....	488,485	470,118	489,908	463,746
St. Louis, Chicago & St. Paul R. R.....			78,886	76,190
St. Louis, Peoria & Northern Railway.....			100,246	53,088
Upper Mississippi River.....	23,392	86,675	88,675	88,806
Lower Mississippi River.....	158,498	187,885	151,185	889,485
Illinois River.....	9,090	5,020	9,090	8,828
Missouri River.....	7,185	1,225		800
Ohio River.....				
Cumberland and Tennessee Rivers.....	11,111	15,275	9,806	17,215
Total in Tons.....	10,862,886	9,425,989	8,469,598	7,476,902
Total by Rail.....	10,668,065	9,180,809	8,256,898	7,079,319
Total by River.....	209,271	245,580	208,205	890,583

LOCAL AND THROUGH TONNAGE.

	1901.		1900.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local	18,083,116	72.83	11,895,894	71.78
Total tons freight received, through	4,864,212	37.18	4,491,557	28.27
Tons freight received by rail, local	12,569,311	72.10	10,888,884	70.79
Tons freight received by rail, through	4,864,212	27.90	4,491,557	28.21
Tons freight, excluding coal, received by rail, local	7,970,282	68.60	6,804,209	61.77
Tons freight, excluding coal, received by rail, through	4,560,548	36.40	4,219,983	28.28

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1901. Tons.	1900. Tons.	1899. Tons.
Baltimore & Ohio S. W. R. R.	608,435	598,987	544,486
Chicago, Alton & St. L. "	100,692	86,062	84,838
O. C. C. & St. Louis "	258,914	164,047	188,009
St. Louis & Iron M'tn " .....	.....	.....	.....
Vandalia "	421,549	406,512	414,894
Illinois Centra "	922,279	961,884	861,282
Wabash "	100,863	106,849	221,072
Louisville & Nashville "	554,762	474,176	378,046
Southern "	731,223	599,237	450,788
Mobile & Ohio "	293,672	265,126	228,817
Toledo, St. L. & Western "	40,218	94,787	167,472
Chicago, Peoria & St. L. "	406,029	868,768	296,861
Missouri Pacific " .....	.....	.....	463
St. L., Peoria & North'n " .....	.....	.....	426,172
St. L., Chi. & St. Paul " .....	.....	.....	50,874
St. L., Belleville & So. "	37,568	36,884	70,314
St. L., Troy & Eastern "	485,063	114,113	.....
St. L., Belleville & Sub. "	1,472	.....	.....
St. L. & San Francisco " .....	.....	.....	84
From Ohio River	52,515	.....	36,850
Total Tons	4,955,228	4,860,999	4,362,714

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1899..... 121,530 tons.	1894..... 186,494 tons.	1899..... 292,118 tons
1890..... 124,335 "	1895..... 207,784 "	1900..... 180,550 "
1891..... 139,050 "	1896..... 218,965 "	1901..... 200,797 "
1892..... 127,827 "	1897..... 172,933 "	
1893..... 173,658 "	1898..... 225,606 "	

Receipts of Anthracite Coal in 1899: 261,471 tons local; 80,647 tons through.
 " " " 1900: 159,208 " " 21,842 " "
 " " " 1901: 188,678 " " 7,124 " "

Receipts of Coke, 1901, 212,608 tons.
 " " 1900, 158,868 "

**PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST
ST. LOUIS TO NEW YORK, DURING 1901.**

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to May 31st	35	20%	41	30
June 1st to October 20th	35	17%	35	30
October 21st to December 31st	35	20%	41	30

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 3 cents lower than New York.

Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York rates.

Meats to Boston 3 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York.

CLASS RATES.

	1		3	4	5	6
To New York	87	75%	58	40%	35	29
To Boston	94	81%	63	44%	39	31
To Philadelphia	85	73%	56	38%	33	27
To Baltimore	84	72%	55	37%	33	26

Rate on Grain from St. Louis Elevators 1 cent per 100 lbs. more than East St. Louis rates.

Rates on other heavy freight from St. Louis $1\frac{1}{2}$ to 5 cents per 100 lbs. more than East St. Louis rates.

**ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS
TO SOUTHERN CITIES DURING 1901.**

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel	20	24	24
Pork per barrel	55	52	53
Grain per 100 lbs.	12	20	20
Meat packed, per 100 lbs.	18	30	30
Meat loose, per 100 lbs.	18	30	30
Hay per 100 lbs.	12	20	20

**PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN
FROM EAST ST. LOUIS TO NEW YORK.**

	Per 100 lbs.		Per 100 lbs.
1001	19.33 cts.	1801 On Wheat	29 cts.
1000	19.38 "	1801 On Corn	23% "
1899 On Grain (except Corn)	21.95 "	1890 On Wheat	37% "
1899 On Corn	20 7-10 "	1890 On Corn	23% "
1898 On Corn	20% "	1889 Except Corn	28% "
1897 On Corn for Export	17% "	1889 On Corn	26 "
1897 On Grain	23-26 "	1888	29% "
1896	23 "	1887	32 2-15 "
1895	23.57 "	1886	29 "
1894	24.73 "	1885	23 1-7 "
1893	26.50 "	1884	26 "
1892 On Grain	26.62 "	1883	33 "

THE RIVERS.

River traffic during 1901 shows a slight falling off as compared with the previous year, but a small increase over 1899.

The total tons handled for the three years compare as follows:

	1901.	1900.	1899.
Tons received by steamboats and barges	412,285	489,870	394,650
Tons received by rafts	50,550	73,840	72,960
Tons shipped by steamboats and barges.....	209,271	245,590	203,205
Total.....	672,076	757,590	669,815

The business in the lower river was light, there being but a small movement of grain for export. In the upper river business was fairly satisfactory, although low water came early in August on account of the drouth. The passenger business was good, and shows a steady increase each year. There was quite an increase in the business of both the Illinois and Missouri Rivers.

There was a fairly good stage of water out to Cairo during the first half of the year, but in July the stage fell to six feet, to five feet in August and four to four and one-half during October and November. Navigation closed about December 15th, on account ice and low water.

It is probable that during the coming year a new element will be introduced into the commerce of the lower river, namely, the transportation of Texas oil to St. Louis. It is reported that arrangements are now being perfected to place a boat and two barges in the trade as soon as plans are completed for the delivery of the oil at New Orleans.

STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1901.

"DIAMOND JO" LINE.

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" " "
" Quincy,	" " "
" Dubuque,	" " "

EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Josie,	" " "
" Cape Girardeau,	" " "

ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.

Steamer City of Memphis,	Tennessee River.
" City of Clifton,	Tennessee River.

LEE LINE.

Steamer Peters Lee,	Lower Mississippi River.
" Rees Lee,	" " "
" Georgia Lee,	" " "

ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION COMPANY.

Steamer S. H. H. Clark,	Lower Mississippi River.
" H. M. Hoxie,	" " "
" Henry Lourey,	" " "

STEEL BARGE LINE.

Steamer J. H. McDougall,	Lower Mississippi River.
--------------------------	--------------------------

INDEPENDENT PACKETS AND TOWBOATS.

Steamer Chester,	Lower Mississippi River.
" City of Peoria,	Upper " "
" City of St. Louis,	Lower Mississippi River.
" Columbia,	" " "
" R. C. Gunter,	Illinois River.
" Jacob Richtman,	Upper Mississippi River.
" J. M. Richtman,	" " "
" Polar Wave,	" " "
" John K. Speed,	Lower " "
" Jack Frost,	Illinois River,
" Charlotta Boeckeler,	" " "
" Saturn,	Upper Mississippi River.
" Satellite,	" " "
" Pathfinder,	" " "
" W. H. Grapevine,	Lower " "
" Seawing,	Upper " "
" Phil Davis,	" " "
" Pearlle Davis,	" " "
" Mayflower,	Tennessee River.
" Kit Carson,	Upper Mississippi River.
" Lumberboy,	" " "
" New Haven,	Illinois River.
" John Barrett,	Lower Mississippi River.
" Wash Honshell,	" " "
" J. Y. Lockwood,	" " "
" Fred Nellis,	Upper " "
" Parker,	" " "
" Ida Mac,	" " "
" Beaver,	Lower " "

Steamer	H. F. Frisbie,	Lower Mississippi River.
"	Russell Lord,	" " "
"	Dolphin,	" " "
"	Mary M. Michael,	Lower Mississippi River.
"	Flying Eagle,	Upper " "
"	Little Clyde,	Illinois River.
"	Lizzie Gardner,	Upper Mississippi River.
"	Polly,	" " "
"	Fritz,	Ohio River.
"	T. H. Davis,	Lower Mississippi River.
"	India Givens,	Upper " "
"	City of St. Sheffield,	" " "
"	Megiddo,	" " "
"	Herman Paepeke,	Ohio River.
"	Fordyce,	Upper Mississippi River.
"	Kennedy,	Lower " "
"	Julia,	Upper " "
"	Estella Grover,	Illinois River.
"	Speed,	" " "
"	Clymax,	Upper Mississippi River.
"	Neptune,	" " "
"	Jack Rabbit,	" " "
"	Mascot,	" " "
"	Pilot,	" " "
"	Tenbroeck,	" " "
"	Woodruff,	" " "
"	Eagle,	Lower " "
"	Wanderer,	Upper " "
"	Vera,	Illinois River.
"	Bart. E. Linehan,	Upper Mississippi River.
"	J. R. Wheeler,	" " "
"	J. K. Graves,	Lower " "
"	Tarpin,	Illinois River.
"	G. N. Sively,	Upper Mississippi River.
"	Golden Gate,	Missouri River.
"	City of St. Joseph,	" " "

PLEASURE BOATS.

Steamer	Alice-Edna,	Steamer	George S,
"	Annie Russell,	"	Hill City,
"	Bonnie Lewis,	"	Mary "B,"
"	By-Jo,	"	Lotus,
"	Lulu G,	"	Lola,
"	Druid,	"	Duke,
"	Diana,	"	La Tosca,
"	Eloise,	"	Midia,
"	Elizabeth Hyde,	"	Midway,

Steamer Fannie M,
 " Gypsy,
 " Glad Tidings,
 " Gazel,

Steamer Monarch,
 " Altonian,
 " City of Providence,

UNITED STATES BOATS.

Steamer Sachem,
 " Choctaw,
 " Wynoka,
 " Nakomis,
 " Lota,
 " General Gilmore,
 " Search,
 " General John Newton,
 " Minnetonka,
 " H. G. Wright,
 " Colonel A. W. Mackenzie,
 " C. W. Howell,
 " No. 9.

Steamer Lily,
 " General Barnard,
 " John N. Macomb,
 " Mississippi,
 " Vixen,
 " A. L. Abbott,
 " General Casey,
 " C. R. Suter,
 " Titan,
 " Colonel Patterson,
 " A. J. Whitney,
 " T. B. Florence.

DEPTH OF CHANNEL SOUTHWARD IN 1901.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio River Pilots' Society, was as follows:

ST. LOUIS TO CAIRO.

January 15 to 28, average.....	6½ ft.	July 15 to 31	6 ft.
February 28, "	6½ "	August 1 to 29	5 "
March 5	6 "	Sept. 1 to 18	4½ "
" 19, average.....	11 "	" 18 to 18	4 "
April and May, "	10½ "	" 18 to 30	4½ "
June 7, "	8½ "	Oct. 1 to 10	4 "
" 15, "	12 "	Nov. 7 to 11	4½ "
" 28, "	11½ "	" 11 to 25	5½ "
July 1 to 5	8 "	Dec. 7 to 20	5 "

CAIRO TO NEW ORLEANS.

January	12 to 20 ft.	July	8½ to 16 ft.
February	16 to 25 "	August	7½ to 9½ "
March	23 to 24 "	September	6 to 14 "
April	20 to 25 "	October	8 to 12 "
May 1 to 19, average.....	15 "	November	10 to 15½ "
" 19 to 26, "	19 "	December	10 to 16 "

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1826, and is 412.71 feet above mean Gulf level.

For the past thirty-four seasons navigation southward has been suspended by ice as follows:

Winter 1865-66, from December 15th to January 15th.....	27 days.
" 1866-67, " December 26th to February 3d.....	38 "
" 1867-68, " January 8th to February 18th.....	40 "
" 1868-69, open all winter.	
" 1869-70, from December 31st to December 26th.....	7 "
" 1870-71, " December 31st to January 23d.....	23 "
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th.....	43 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.	
" 1874-75, from December 30th to February 27th.....	58 "
" 1875-76, open all winter.	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.	
" 1878-79, from December 16th to January 29th and February 14th to 17th....	46 "
" 1879-80, from December 17th to December 31st inclusive.....	15 "
" 1880-81, from Nov. 13 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	78 "
" 1881-82, open all winter.	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	50 "
" 1883-84, from Dec. 13 to Feb. 5.....	43 "
" 1884-85, from Dec. 19th to 30th, and 25 days in January and February.....	47 "
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7th to Feb. 16th.....	55 "
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27.....	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	43 "
" 1888-89, open all winter.	
" 1889-90, open all winter.	
" 1890-91, open all winter.	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 20th to Feb. 15.....	57 "
" 1893-94, open all winter.	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.	
" 1896-97, open all winter.	
" 1897-98, open all winter, but some ice running.	
" 1898-99, from Dec. 7th to 22nd, Jan. 1st to 10th, Jan. 30th to March 1st, 54 "	
" 1899-1900, from Dec. 30th to Jan. 18th and 24 days between January 28th and March 4th.....	37 "
" 1900-1901, during February.....	28 "
" 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to.....	

STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1901:

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled			
Wood Steamers.....	80	26,807	25,678
" " Iron and Steel Steamers...	8	2,989	2,825
" " Gasoline Vessels.....	1	27	25
" " Barges (wood).....	49	57,574	57,805
" " Barges (steel).....	2	2,524	2,524
" " Wood Steam Yachts.....	8	244	179
" " Gasoline Yachts (steel)....	1	50	32
" " Sailing Yachts.....	1	30	26
Licensed Steamers under 20 tons (wood).....	6	65	48
" " " 20 " (iron).....	1	28	18
" Gasoline Vessels under 20 tons (wood)....	8	89	74
" Barges under 20 tons (wood).....	2	21	21
Temporary Licensed Barges under 20 tons (wood)	1	12	12
Licensed Sailing Yachts.....	1	9	8
" Steam Yachts.....	2	24	20
" Gasoline Yachts.....	1	9	9
Total.....	187	79,110	66,599

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1875..	August 3	29 ft.-11 in.	1875..	January 8	2 ft.- 9 in.
1876..	May 10 and 11	32 ft.- 5 in.	1876..	February 7	5 feet.
1877..	June 14	26 ft.- 6 in.	1877..	October 4	6 ft.-10 in.
1878..	June 15	25 ft.- 8 in.	1878..	December 27	5 ft.-11 in.
1879..	July 8	31 ft.- 2 in.	1879..	December 26	5 ft.- 6 in.
1880..	July 10, 11 and 12	25 ft.- 5 in.	1880..	November 29	2 ft.-10 in.
1881..	May 6	33 ft.- 7 in.	1881..	February 4, 5 and 6	7 ft.- 7 in.
1882..	July 5	32 ft.- 4 in.	1882..	December 18	2 ft.-10 in.
1883..	June 25	34 ft.- 8 in.	1883..	January 12	4 ft.- 5 in.
1884..	April 9	28 ft.- 2 in.	1884..	January 4	5 ft.- 4 in.
1885..	June 17	27 feet.	1885..	December 16 and 17	2 ft.- 1 in.
1886..	May 13	27 feet.	1886..	December 4 and 5	0 ft.- 0 in.
1887..	April 3	30.5 feet.	1887..	December 26 and 27	0.8 feet.
1888..	June 8 and 4	29.3 feet.	1888..	January 1	3.5 feet.
1889..	June 1	24.4 feet.	1889..	February 27	2.7 feet.
1890..	June 20	20.7 feet.	1890..	December 30 and 31	2.8 feet.
1891..	July 4	23.7 feet.	1891..	December 6	2.8 feet.
1892..	May 19	35.0 feet.	1892..	December 27	0.2 feet.
1893..	May 3	31.5 feet.	1893..	December 9	0.0 feet.
1894..	May 12	23.3 feet.	1894..	February 3	0.3 feet.
1895..	December 22	23.8 feet.	1895..	January 2	-0.5 feet.
1896..	May 26	27.7 feet.	1896..	December 11	3.8 feet.
1897..	May 3	31.0 feet.	1897..	December 24	0.4 feet.
1898..	May 27	27.2 feet.	1898..	December 11	0.3 feet.
1899..	April 27	25.6 feet.	1899..	February 1	0.7 feet.
1900..	March 16	28 ft.- 4 in.	1900..	January 2	2 ft.- 6 in.
1901..	April 18 and 19	22.4 feet.	1901..	December 19	-1.8 feet.

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER GAUGE READINGS FOR THE YEAR 1901.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1901 as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	ft. 10ths.		ft. 10ths.	
January	5	15-18	0 6	7
February	5	27	1 7	10
March	15 8	26	2 8	8
April	22 4	18-19	15 4	29-30
May	15 2	1	9 4	25
June	15 3	26	9 5	2
July	14 1	1	8 2	30, 31
August	8 4	2-8	8 7	31
September	6 2	22	2 2	17
October	4 4	21-22	2 8	4
November	4 1	1	2 9	30
December	7 5	27	-1 8	19

Highest stage during the year..... 22.4 feet, April 18th and 19th.

Lowest stage during the year..... -1.8 " December 19th.

Absolute range..... 23.7 "

Greatest monthly range..... 15.0 " in March.

Least monthly range..... 2.2 " in November.

Mean range..... 5.6 "

(- Indicated below zero of gauge.)

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1901

FROM WEATHER BUREAU RECORDS.

1900.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	3.0	4.4	4.5	18.1	15.2	9.6	14.1	8.8	8.6	8.3	4.1	2.9
2.....	2.7	4.1	4.1	18.2	14.9	9.5	13.6	8.4	8.4	8.1	4.0	2.8
3.....	2.3	4.0	3.8	18.3	14.6	10.4	13.0	8.4	8.8	8.0	3.9	2.7
4.....	1.8	4.2	3.9	18.5	14.3	12.1	12.4	8.3	3.2	2.8	3.8	2.5
5.....	1.4	4.0	4.4	18.7	14.0	12.4	11.8	8.2	3.1	2.9	3.6	2.4
6.....	1.0	3.8	5.0	19.2	13.9	12.6	11.3	7.9	3.0	3.0	3.5	2.4
7.....	0.6	3.6	5.3	19.3	13.6	12.9	11.0	7.4	2.8	3.1	3.4	2.2
8.....	0.9	2.9	5.9	19.5	13.4	12.2	10.8	7.0	2.7	3.2	3.4	2.1
9.....	1.3	2.8	6.3	20.0	13.1	12.3	10.9	6.7	2.6	3.3	3.3	2.0
10.....	2.1	1.7	8.4	21.2	13.0	13.0	12.0	6.5	2.6	3.4	3.5	2.6
11.....	2.7	1.9	12.2	21.6	12.7	12.8	12.2	6.3	2.6	3.3	3.6	2.4
12.....	4.5	2.4	16.0	21.6	12.4	12.6	11.5	6.2	2.6	3.4	3.6	2.3
13.....	5.2	2.5	17.1	21.9	12.2	12.6	11.0	6.1	2.5	3.6	3.5	2.2
14.....	5.3	2.5	17.2	22.0	12.0	12.9	10.7	6.0	2.5	3.5	3.5	2.3
15.....	5.7	2.5	16.9	21.9	11.8	13.7	10.4	5.9	2.4	3.3	3.6	2.0
16.....	5.5	2.7	16.6	21.4	11.5	14.1	10.4	5.7	2.3	3.3	3.5	1.5
17.....	5.4	2.8	16.4	21.9	11.3	13.9	10.4	5.5	2.2	3.5	3.4	0.9
18.....	5.7	3.0	16.3	22.4	11.1	13.5	10.4	5.5	2.4	3.3	3.3	0.1
19.....	5.6	3.4	16.1	22.4	10.9	13.0	10.3	5.3	2.6	4.1	3.3	1.3
20.....	5.4	3.7	16.3	21.5	10.6	12.8	10.5	5.2	3.1	4.2	3.3	Frozen
21.....	5.1	3.5	16.1	20.3	10.3	12.9	11.0	5.1	4.4	4.4	3.3	Frozen
22.....	5.0	3.1	16.3	19.6	10.0	12.9	11.2	5.0	5.2	4.4	3.3	Frozen
23.....	5.2	3.0	17.6	18.9	9.8	12.3	10.5	4.9	5.1	4.3	3.3	2.2
24.....	5.3	3.5	18.1	18.4	9.7	14.0	10.0	4.8	4.7	4.3	3.4	2.9
25.....	5.1	3.8	18.7	17.6	9.4	14.5	9.5	4.7	4.8	4.1	3.3	3.4
26.....	4.9	4.6	18.3	17.0	10.0	14.7	9.1	4.6	4.0	4.0	3.2	7.0
27.....	4.9	5.2	18.7	16.4	10.3	14.9	8.8	4.3	3.8	4.0	3.1	7.5
28.....	4.9	4.9	18.3	15.9	10.6	15.3	8.6	4.2	3.6	4.0	3.0	7.1
29.....	4.8	.....	18.0	15.4	10.2	15.2	8.4	4.0	3.5	4.1	3.0	7.4
30.....	4.9	.....	17.8	15.4	10.0	14.7	8.2	3.9	3.4	4.1	2.9	6.8
31.....	4.8	.....	17.9	.....	9.7	.....	8.2	3.7	.....	4.1	.....	6.8
Sums	122.9	94.0	410.0	584.4	367.0	393.2	332.2	184.0	97.5	112.9	10.39	38.5
Means	4.0	3.4	13.2	19.5	11.8	13.1	10.7	5.9	3.2	3.6	3.4	3.2

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1901.

ARRIVALS.

1901.	Up'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Ohio.	Cum'b & Tenn.	Total Stems	Barg's O'ib's & B's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Miss'd p.
January .....	.....	12	.....	.....	.....	.....	12	15	5,260	.....
February .....	.....	6	.....	.....	.....	.....	5	3	620	.....
March	18	46	6	4	1	12	37	40	26,765	.....
April	64	73	18	5	1	9	165	72	53,645	2,950
May	82	78	14	5	1	6	181	67	51,865	15,960
June	81	72	11	4	.....	7	175	124	68,440	8,820
July	81	122	21	5	2	7	288	96	84,880	7,660
August	76	62	18	4	.....	6	166	45	36,895	5,850
September	82	56	11	4	.....	5	160	50	28,575	3,680
October	81	57	9	8	.....	9	164	89	28,160	4,780
November	71	61	6	4	.....	3	144	84	22,945	900
December	17	24	1	.....	.....	2	44	5	5,265	.....
Total	658	665	110	48	5	65	1,541	592	412,255	50,550

DEPARTURES.

1901.	Up'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Tenn.	Ohio	White, Red & O'ch'a.	Total Dep'ts	Tons Ship'd
January .....	.....	14	.....	.....	.....	.....	.....	14	10,480
February .....	.....	8	.....	.....	.....	.....	.....	8	400
March	28	47	7	8	8	.....	.....	87	27,815
April	58	71	11	4	7	.....	.....	151	26,005
May	85	78	18	7	8	.....	.....	186	32,160
June	81	77	18	5	4	.....	.....	180	20,508
July	97	118	20	5	8	.....	.....	288	81,850
August	78	63	18	4	6	.....	.....	163	18,848
September	80	55	10	4	5	.....	.....	154	14,486
October	77	55	11	7	7	.....	.....	157	18,600
November	58	69	8	8	7	.....	.....	145	10,000
December	11	25	1	.....	4	.....	.....	41	4,085
Total	692	669	112	42	64	.....	.....	1,519	209,271

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumb'r&L'gs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1901	1541	592	412,255	50,550	1901	1519	209,271
1900	1622	595	438,670	73,840	1900	1605	245,580
1899	1570	680	394,650	71,960	1899	1532	203,205
1898	1530	792	449,525	57,060	1898	1514	399,583
1897	1692	927	507,105	69,565	1897	1576	469,865
1896	2065	1425	587,755	84,010	1896	1945	572,410
1895	2007	1126	410,145	98,685	1895	1904	303,355
1894	2061	1245	455,175	128,365	1894	1993	363,080
1893	2037	1003	472,395	126,510	1893	2009	456,900
1892	2053	1090	556,080	130,220	1892	2013	502,215
1891	1881	1019	450,050	142,080	1891	1845	612,930
1890	1927	1274	530,790	132,340	1890	1910	617,985
1889	2195	1474	543,990	127,695	1889	2211	712,700
1888	2079	1244	597,953	130,555	1888	2076	510,115
1887	2361	1272	652,880	213,165	1887	2328	637,060
1886	2087	1269	570,205	200,785	1886	2102	561,895
1885	1878	1030	479,065	217,860	1885	1828	534,175
1884	2048	999	520,350	240,330	1884	2018	514,910
1883	2240	1185	629,225	231,285	1883	2140	677,340
1882	2537	1310	802,080	271,490	1882	2437	769,905

SHIPMENTS BY SOUTHERN BOATS DURING 1901.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....	.....	630	81
Ale and Beer, Pkgs.....	645	23,677	2,555
Bagging, Pieces.....	599	2,759	1,117
Barley, Sacks.....	.....	102	.....
Barley, Bu.....	.....	.....	.....
Barbed Wire, Lbs.....	1,480	455,615	42,990
Butter, Lbs.....	100	11,545	700
Bran, Sacks.....	32,003	2,290	500
Cattle, Head.....	.....	36	60
Corn, Sacks.....	15,010	7,527	10,451
Corn in Bulk, Bu.....	535,705	.....	.....
Corn Meal, Bbls.....	26,647	12,021	11,086
Cotton, Bales.....	.....	.....	.....
Cotton Seed Meal, Tons.....	.....	.....	.....
Eggs, Pkgs.....	.....	.....	.....
Flour, Bbls.....	49,095	20,711	9,028
Hay, Tons.....	357	2,560	478
Horses and Mules, Head.....	33	1,450	188
Hogs, Head.....	.....	.....	.....
Hominy and Grits, Bbls.....	6,022	295	16
Pork, Bbls.....	499	52	.....
Hams, Lbs.....	45,740	392,890	78,078
Meats, Lbs.....	246,090	1,831,980	505,634
Lard, Lbs.....	118,635	485,375	117,196
Malt, Sacks.....	.....	3,042	.....
Oats, Sacks.....	72,030	25,640	2,945
Oats in Bulk, Bu.....	.....	.....	.....
Onions, Pkgs.....	16	521	67
Potatoes, Pkgs.....	265	4,389	376
Rye, Sacks.....	.....	537	190
Rye in Bulk, Bu.....	.....	.....	.....
Sheep, Head.....	.....	706	.....
Tallow, Lbs.....	.....	.....	.....
Tobacco, Hhds.....	.....	1	.....
Tobacco, Manfd. Lbs.....	8,300	106,235	26,463
Wheat, Sacks.....	.....	5	85
Wheat in Bulk, Bu.....	1,828,244	.....	.....
Whiskey, Bbls.....	75	1,717	28
White Lead, Lbs.....	23,400	268,545	33,290
Mdse. and Sundries, Pkgs.....	57,578	789,849	117,486
Total Tons.....	94,018	64,475	11,711

SHIPMENTS BY BARGE LINES TO NEW ORLEANS DURING 1901.

1901.	BOATS.	Wheat, Bushels, Bulk.	Corn, Bushels, Bulk.	Pkge. Frt., Tons.	Bulk Grain, Tons.	Total Tons.
Jan. 18	Harvester and barges.....	.....	75,000	.....	2,100	2,100
" 18	McDougall and barges.....	.....	2,750	240	75	315
" 20	Harvester and barges.....	.....	60,200	.....	1,685	1,685
" 23	Gleanor and barges.....	35,000	20,000	225	1,610	1,835
" 25	Harvester and barges.....	65,000	.....	.....	1,950	1,950
" 29	Harvester and barges.....	50,000	.....	895	1,500	1,895
Mar. 8	Gleanor and barges.....	16,000	43,011	215	1,685	1,900
" 8	Harvester and barges.....	.....	42,840	550	1,200	1,750
" 15	McDougall and barges.....	105,210	.....	.....	3,155	3,155
" 17	Gleanor and barges.....	88,000	54,926	620	2,655	3,275
" 17	Harvester and barges.....	84,000	87,339	380	2,065	2,445
" 26	Harvester and barges.....	.....	117,639	.....	3,295	3,295
" 28	Harvester and barges.....	40,100	82,000	1,040	2,100	3,190
Ap'l 10	Gleanor and barges.....	113,000	.....	510	3,390	3,900
" 20	Oakland and barges.....	88,000	20,000	1,370	3,200	4,570
May 1	Harvester and barges.....	121,075	.....	715	3,630	4,345
" 11	McDougall and barges.....	130,000	.....	.....	3,900	3,900
" 17	Oakland and barges.....	.....	15,000	2,125	520	2,645
" 19	Harvester and barges.....	90,000	.....	.....	2,700	2,700
" 26	Harvester and barges.....	97,000	.....	.....	2,910	2,910
" 31	Harvester and barges.....	32,000	.....	1,715	960	2,675
June 14	Hoxie and barges.....	47,770	.....	2,300	1,435	3,785
" 26	Harvester and barges.....	32,889	15,000	1,355	1,405	2,760
July 4	Harvester and barges.....	75,500	.....	.....	2,265	2,265
" 8	Gleanor and barges.....	70,500	.....	605	2,110	2,715
" 15	McDougall and barges.....	90,500	.....	.....	2,715	2,715
" 15	Harvester and barges.....	43,505	.....	.....	1,305	1,305
" 18	Clark and barges.....	63,985	.....	.....	1,920	1,920
" 18	Harvester and barges.....	63,500	.....	.....	1,905	1,905
" 27	Harvester and barges.....	70,000	.....	.....	2,100	2,100
" 27	Harvester and barges.....	20,000	.....	635	600	1,235
Aug. 11	Gleanor and barges.....	66,600	.....	.....	1,998	1,998
" 16	Gleanor and barges.....	54,100	.....	477	1,622	2,100
Sept. 21	Harvester and barges.....	33,500	.....	405	1,005	1,410
" 23	Gleanor and barges.....	41,500	.....	.....	1,245	1,245
Total.....		1,828,244	535,705	15,927	69,916	85,843
From Cairo:						
July.....		49,800	.....	.....	1,479	1,479
August.....		32,000	.....	.....	960	960
Grand Total.....		1,909,544	535,705	15,927	72,355	88,282

RIVER ACCIDENTS, 1901.

APRIL 19. The steamer Will J. Cummings sunk in the Tennessee River. Loss, \$10,000.

MAY 12. The steamer City of Paduch struck a snag and sunk near Grand Tower. Loss to boat and cargo, \$25,000. Four lives lost.

AUGUST 20. The steamer City of Golconda was wrecked by the high winds in the Ohio River. Loss to boat and cargo \$4,000. Sixteen lives lost.

SEPTEMBER 4. The steamer Gold Dust was destroyed by fire in the Ohio River. Loss \$30,000.

NOVEMBER 22. The steamer Rees Pritchard struck a snag and sunk in the Lower Mississippi River. Loss \$10,000.

NOVEMBER 22. The steamer Fritz struck and sunk in the Lower Mississippi River. Loss \$20,000.

DECEMBER 19. The steamer Kanawha Bell was carried over the locks in Kanawha River by the high winds and wrecked. Loss \$5,000. Eight colored deck-hands were drowned.

DECEMBER 25. The steamer Sun was destroyed by fire at Memphis. Four lives lost. Value of boat and cargo \$10,000.

FREIGHT RATES TO NEW ORLEANS BY BARGES DURING 1898, 1899, 1900 AND 1901.

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1898.....	20	10	10	12½
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES FROM ST. LOUIS TO NEW ORLEANS FOR SEVEN YEARS.

ON CORN, PER BUSHEL.

MONTH.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Ots.	Ots.	Ots.	Ots.	Ots.	Ots.	Ots.
January.....	7	5	5	4	4	4	4
February.....	6	5	5	4	4	4	4
March.....	5	4	4	4	4	4	4
April.....	5	4	4	4	4	4	4
May.....	4½	4	4	4	4	4	4
June.....	4½	4	4	4	4	4	4
July.....	5	4	4	4	4	4	4
August.....	5½	4	4½	4	4	4	4
September.....	5½	5	5	4	4	4	4
October.....	*	5	*	4	4	4	4
November.....	*	5	*	4	4	4	4
December.....	7	5		4	4½	4	4

Wheat, ¼ to ½ cent per bushel more than Corn.

*F. O. B. New Orleans.

During September, October and November, 1894, and October and November, 1896, navigation by barges was suspended on account of extreme low water, also during October, November and December, 1897, and 14 days in December, 1898, and 10 days in January, 1899, and closed again January 30th till March 1st, closed from December 30th, 1899, to January 18th, 1900, and 24 days between January 28th and March 4th, 1900; 1901, during February; 1901-1902, December 15th to January 15th.

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM ST. LOUIS TO NEW ORLEANS.

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1901.....	10	4.25 F.O.B., N. O.
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.98
1896.....	14.55	5
1895.....	12.50	5.95
1894.....	17.14	5.89
1893.....	17.84	6.55
1892.....	16.87	6.50
1891.....	16.28	6.58

RATES ON FREIGHT TO MEMPHIS AND VICKSBURG DURING 1901.

	Meat, per 100 lbs.	Grain, per 100 lbs.	Flour, per bbl.	Meal, in Sacks, per 100 lbs.
To Memphis, O. L.....	8	8	15	8
To Memphis, L. C. L.....	10	10	25	10
To Vicksburg, O. L. and L. O. L.....	15	15	30	17½

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHES, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1901 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yell'w Pine. Feet.	Poplar. Feet.	Cotton- wood. Feet.	Cedar, nut. Feet.	Chest- nut. Feet.
Total, 1901.....	22,451,546	11,198,250	12,886,550	147,880	8,110,600	.....	6,206,400	16,179,000	809,240	79,000
" 1890.....	88,702,761	17,109,260	18,508,960	145,000	4,411,198	.....	6,855,700	24,387,100	851,100	88,000
" 1891.....	42,292,900	21,066,200	11,852,150	265,000	1,926,500	.....	3,078,500	14,560,500	129,800	24,000
" 1892.....	39,892,100	15,006,700	9,547,350	80,000	760,400	.....	2,566,000	1,997,500	.....	1,000
" 1893.....	46,297,800	16,584,000	19,587,850	86,400	2,768,457	.....	8,120,200	14,040,000	191,000	.....
" 1894.....	64,585,400	16,415,200	13,416,900	812,400	9,202,500	.....	4,686,700	19,408,800	410,100	4,000
" 1895.....	74,161,859	24,766,987	85,033,970	1,708,584	18,678,861	12,000	4,200,711	2,991,020	86,801	.....
" 1896.....	87,888,823	85,778,000	31,384,350	1,508,500	0,411,105	6,668	6,764,378	6,119,738	.....	.....
" 1897.....	82,853,776	37,086,900	27,621,750	1,761,540	6,973,160	.....	5,473,575	17,739,000	.....	.....
" 1898.....	89,406,053	38,946,500	22,205,300	680,000	7,592,880	.....	5,809,327	19,883,824	.....	.....
" 1899.....	80,941,799	41,087,760	10,231,000	1,114,490	15,307,190	101,500	7,764,353	11,109,655	.....	.....
" 1900.....	71,789,010	45,449,160	26,838,950	608,688	0,085,093	287,500	10,639,800	5,589,900	.....	.....
" 1899.....	71,935,620	43,350,500	11,896,350	401,983	9,798,778	191,500	8,499,600	1,981,245	.....	.....
" 1898.....	79,311,387	26,743,800	44,690,377	272,744	8,318,880	501,000	10,573,000	8,784,000	.....	.....
" 1897.....	151,400,056	70,370,785	53,084,705	448,069	6,778,500	113,000	9,471,041	6,486,000	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut, Feet.	Gum. Feet.	Maple, Feet.	Hickory Feet.	Cherry Feet.	Elm. Feet.	Birch, Feet.	Maple, any. Feet.	Pecan. Feet.
Total, 1901.....	7,051,800	128,000	768,500	4,801,800	82,200	4,573,000	60,180	2,900	161,200	280,200	.....	.....	.....
" 1890.....	8,029,700	189,000	1,961,270	9,867,100	65,830	6,976,000	1,000	43,500	101,100	88,700	.....	198,000	16,000
" 1891.....	5,488,500	249,900	1,424,600	4,244,500	22,400	6,885,800	29,800	6,200	1,700	64,000	.....	.....	.....
" 1892.....	5,638,000	3,000	27,000	1,872,500	.....	1,000	.....	14,800	.....	.....	.....	550	.....
" 1893.....	3,107,700	28,800	159,000	1,870,800	10,900	.....	.....	88,700	900	49,000	.....	1,000	.....
" 1894.....	5,265,000	23,000	465,400	2,072,774	52,600	2,400	.....	55,800	.....	41,250	4,000	.....	.....
" 1895.....	84,937,954	110,000	1,818,508	2,072,774	176,400	218,500	7,000	41,889	3,400	10,000	.....	.....	.....
" 1896.....	94,931,196	198,000	1,882,991	2,202,180	387,870	240,400	16,000	79,000	48,500	10,000	.....	.....	.....
" 1897.....	98,748,115	115,756	2,109,758	1,896,905	610,490	411,700	99,500	97,500	17,000	285,700	.....	.....	.....
" 1898.....	98,748,115	115,756	2,109,758	2,834,129	508,198	601,700	18,500	97,500	2,900	43,500	.....	.....	.....
" 1899.....	1,460,800	277,600	1,597,418	2,646,248	537,536	591,000	60,400	45,000	2,800	147,800	.....	.....	.....
" 1900.....	454,800	367,600	2,289,000	1,528,700	457,600	789,500	257,580	74,000	86,800	.....	.....	.....	.....
" 1899.....	567,000	146,000	4,095,000	1,738,079	1,108,940	435,000	356,600	285,600	109,000	.....	.....	.....	.....
" 1898.....	226,100	360,500	1,688,386	946,519	1,168,617	417,245	145,000	2,500	7,000	.....	.....	.....	.....

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows:

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1901	179,201,418	102,869,089	25,929,046	19,852,880
1900	99,079,153	190,886,489	52,160,642	18,682,509
1899	109,635,161	206,185,238	41,065,082	18,717,161
1898	148,058,894	205,894,269	49,868,912	16,515,405

Shipments from Galveston and New Orleans for the past three years compare as follows:

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1901	24,410,979	15,714,465	12,882,189	.....
1900	8,069,677	11,198,066	23,408,458	3,073,525
1899	11,562,812	15,713,400	21,939,586	7,049,697
1898	12,795,548	11,288,278	20,785,569	5,565,600

Exports of grain from St. Louis were 8,122,973 bushels wheat, 2,162,798 bushels corn, 215,268 bushels oats and 5,060 bushels rye, of which 1,828,244 bushels wheat and 535,705 corn went by river via New Orleans, the balance going by rail to Atlantic and Gulf Ports. The bulk of the wheat by rail went to the Seaboard for export, destination not given. Of the corn 551,994 bushels went to Cuba and 67,245 bushels to Mexico. In addition to the amount exported via St. Louis 10,158,000 bushels were shipped by St. Louis exporters, direct from country points to the Seaboard, making the total export of grain for the year 20,664,099 bushels.

Exports of flour show quite an increase being 1,189,321 bbls. against 1,051,951 bbls. the previous year. Cuba took 181,318 bbls., Central America 11,250 bbls. and Porto Rico 925 bbls., while the larger part went to European countries, as will be seen by reference to the table of exports on next page.

All export flour is shipped in sacks and is reduced to barrels for convenience of comparison.

SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS FOR FOURTEEN YEARS.

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1901	1,528,244	585,705	.....	.....	2,368,949
1900	169,241	2,871,870	.....	273,049	3,814,160
1899	284,720	1,748,517	.....	249,998	2,283,235
1898	2,747,994	3,006,488	212,730	633,505	6,800,707
1897	1,191,082	8,527,968	190,968	265,879	5,475,842
1896	1,733,563	8,359,087	.....	426,558	10,517,206
1895	483,614	1,251,608	.....	.....	1,690,417
1894	1,042,193	1,263,310	.....	40,000	2,345,503
1893	2,710,860	3,304,908	.....	75,430	7,079,598
1892	5,149,708	3,223,645	.....	36,587	8,414,940
1891	6,940,215	1,439,731	45,000	.....	8,468,546
1890	1,409,449	8,717,849	.....	89,980	10,217,244
1889	1,631,950	12,899,855	17,423	69,707	14,558,045
1888	1,247,903	5,844,043	.....	160,584	7,262,578

FOREIGN SHIPMENTS OF FLOUR AND GRAIN
ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
AND RIVER
FOR THE YEAR 1901.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bush'ls
To England	819,883				
" Germany	52,961				
" Russia	275				
" Scotland	172,222				
" Ireland	98,255				
" Turkey	3,299				
" Denmark	5,880				
" Norway	26,867				
" Holland	125,420				
" Belgium	24,632		1,075		
" Italy	4,172				
" Spain	4,619				
" Nova Scotia	911				
" Sweden	6,580				
" Finland	8,707				
" Newfoundland.....	3,385				
" Canada	450				
" Cuba	181,318		551,994	208,727	
" Central America.....	11,250				
" Mexico			67,245	5,291	
" South America.....	5,904				
" South Africa.....	280				
" Porto Rico.....	925				
" Iceland.....	220				
" Seaboard for Export	186,526	6,294,729	1,006,779	1,250	5,090
Total for Export by Rail	1,189,321	6,294,729	1,627,098	215,268	5,060
Total for Export by River.....	.....	1,828,244	535,705	.....	.....
Totals.....	1,189,321	8,122,973	2,162,798	215,268	5,060

EXPORTS OF WHEAT FROM THE UNITED STATES.

As reported by the Bureau of Statistics, Washington.

FROM	1898. Bushels.	1899. Bushels.	1900. Bushels.	1901. Bushels.
New York.....	49,909,158	26,830,386	18,259,428	27,140,388
San Francisco.....	6,419,933	5,388,567	12,765,015	15,328,781
Baltimore.....	18,542,034	9,549,270	4,529,811	19,962,737
Philadelphia.....	5,660,284	4,013,927	5,310,213	11,230,755
New Orleans.....	12,795,543	11,562,812	8,059,677	24,410,979
Duluth and Superior.....	5,015,442	7,222,547	3,618,153	6,930,404
Willamette.....	12,825,701	7,814,447	10,958,359	13,995,586
Boston and Charlestown.....	12,288,150	11,567,847	11,028,357	17,910,887
Newport News.....	2,937,312	503,897	1,675,294	4,785,596
Puget Sound.....	6,179,635	4,358,648	5,126,344	11,484,689
Chicago.....				4,947,435
Galveston.....	11,288,278	15,713,400	11,118,056	15,714,465
Norfolk and Portsmouth.....	700,791	148,882	199	660,590
All other districts.....	3,491,133	4,960,531	6,429,800	4,698,126
Total bushels.....	148,053,394	109,635,161	98,948,706	179,201,418

EXPORTS OF CORN FROM THE UNITED STATES.

New York.....	39,632,273	40,429,477	43,532,024	23,831,380
New Orleans.....	20,735,569	21,939,586	23,403,453	12,832,139
Baltimore.....	45,096,477	46,786,127	40,535,023	24,711,790
Boston and Charlestown.....	11,542,828	17,337,608	14,072,326	10,331,712
Philadelphia.....	29,851,346	29,458,334	33,345,171	15,793,304
Newport News.....	16,115,375	14,118,703	8,702,313	3,572,573
Chicago.....				3,037,281
Galveston.....	5,565,600	7,049,697	3,073,525	
Norfolk and Portsmouth.....	9,383,325	5,829,642	4,445,089	2,214,684
Mobile.....	1,736,264	1,617,686	1,529,118	1,192,079
Paso del Norte.....				
Pensacola.....				
Oswegatchie.....				
All other districts.....	25,735,242	21,568,473	16,457,393	4,842,147
Total bushels.....	205,394,289	206,135,233	189,095,435	102,359,089

EXPORTS OF OATS FROM THE UNITED STATES.

New York.....	23,864,946	12,943,153	8,819,444	8,457,228
Baltimore.....	4,859,686	4,006,107	3,972,810	3,852,810
Boston and Charlestown.....	3,324,673	4,863,439	4,345,995	3,500,245
Newport News.....	3,038,737	7,548,204	2,227,818	2,824,566
Philadelphia.....	5,772,574	7,674,487	6,742,968	2,824,449
New Orleans.....	1,662,956	923,729	1,569,192	2,510,251
Chicago.....				565,605
San Francisco.....	80,911	102,355	147,542	31,083
All other districts.....	2,279,429	3,034,808	4,269,871	1,553,811
Total bushels.....	49,883,912	41,085,082	32,095,160	25,929,048

**STATEMENT OF BULK GRAIN EXPORTED FROM NEW ORLEANS, DURING
1901 AND COMPARISONS WITH PREVIOUS YEARS.**

As Reported by Chief Grain Inspector.

TO	1901. Wheat.	1901. Corn.	1901. Oats.	1901. Barley.
England.....	7,183,639	3,339,381	394,259	.....
Holland.....	8,085,969	451,067	.....	.....
Germany.....	8,692,945	1,701,186	.....	.....
Belgium.....	8,183,179	1,023,568	.....	.....
France.....	873,123	1,073,688	1,434,141	.....
Spain.....	108,940	124,284	.....	.....
Ireland.....	236,000	1,878,820	.....	.....
Scotland.....	96,000	101,428	.....	.....
Italy.....	207,389	.....	.....	.....
Denmark.....	768,692	968,964	.....	.....
Mexico.....	25,000	263,527	.....	.....
Total bushels, 1901.....	24,465,796	11,926,308	1,828,400	.....
Total bushels, 1900.....	7,791,467	22,699,067	1,125,177	162,800
Total bushels, 1899.....	11,808,895	21,897,728	808,248	.....
Total bushels, 1898.....	12,188,656	19,971,645	1,610,184	.....
Total bushels, 1897.....	10,195,698	27,239,689	1,865,068	.....
Total bushels, 1896.....	3,842,313	25,102,114	234,000	.....
Total bushels, 1895.....	848,751	8,795,708	.....	.....
Total bushels, 1894.....	3,885,670	5,253,871	.....	.....
Total bushels, 1893.....	12,791,477	6,267,388	.....	.....

**STATEMENT OF BULK GRAIN EXPORTED FROM GALVESTON DURING
1901, AND COMPARISONS WITH PREVIOUS YEARS.**

As Reported by Chief Grain Inspector.

TO	1901. Wheat.	1901. Corn.
England.....	2,221,102	.....
Germany.....	4,777,008	.....
Holland.....	3,886,416	.....
France.....	912,500	.....
Ireland.....	48,000	.....
Belgium.....	2,798,518	.....
Italy.....	108,800	.....
Scotland.....	382,296	.....
South America..	136,200	.....
Total bushels, 1901.....	15,225,830	.....
Total bushels, 1900.....	10,718,128	3,063,811
Total bushels, 1899.....	14,198,042	8,046,567

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL BY STEAMER FROM ST. LOUIS TO LIVERPOOL
VIA NEW ORLEANS, 1901 AND 1900.**

Month.	St. Louis to N. O. pr bush.		N. O. to Liver- pool pr bush.		Total St. L. to Liverpool.	
	1901.	1900.	1901.	1900.	1901.	1900.
January.....	4½	4½	8½	9½	12½	13½
February.....	4½	4½	7½	10½	11½	14½
March.....	4½	4½	6½	11	10½	15½
April.....	4½	4½	6	10½	10½	14½
May.....	4½	4½	4½	10	8½	14½
June.....	4½	4½	4	9½	8½	13½
July.....	4½	4½	7	10½	11½	14½
August.....	4½	4½	3½	11½	7½	15½
September.....	4½	4½	3½	11½	7½	15½
October.....	4½	4½	3½	11	7½	15½
November.....	4½	4½	4	9½	8½	14
December.....	4½	4½	5	9½	9½	13½

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL FROM ST. LOUIS TO LIVERPOOL VIA RAIL
TO NEW YORK DURING 1901 AND 1900.**

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1901.	1900.	1901.	1900.	1901.	1900.
January.....	12.80	15.30	4½	6½	16.92½	21.42½
February.....	12.80	15.30	8½	6½	15.67½	22.17½
March.....	12.80	10.50	2½	7½	14.67½	17.75
April.....	12.30	10.50	2½	7½	14.80	18.00
May.....	12.30	10.50	1½	7½	14.17½	17.87½
June.....	10.50	10.50	2½	5½	13	16.12½
July.....	10.50	10.50	2½	5½	12.87½	15.75
August.....	10.50	10.50	1½	7½	12.37½	17.87½
September.....	10.50	10.50	1½	9	12	19.50
October.....	10.50	10.50	2½	7½	12.87½	18.37½
November.....	12.30	13.00	2½	6	14.55	19.00
December.....	12.80	13.00	2½	5	14.42½	18.00

**AVERAGE RATE OF FREIGHT ON WHEAT PER
BUSHEL BY STEAMER FROM NEW ORLEANS
TO LIVERPOOL DURING 1901 AND 1900.**

Month.	Rate in Cents.	Rate in Cents.
	1901.	1900.
January...	8 to 8½	8½ to 10½
February...	7½	10½
March.....	6½	11
April.....	6	10 to 11
May.....	4½	10
June.....	4	9 to 10
July.....	7	10 to 10½
August.....	3½	11 to 11½
September...	8½	10½ to 12
October....	8½	11
November..	4	9½ to 10
December..	5	9 to 10

**AVERAGE RATE OF FREIGHT ON WHEAT
PER BUSHEL BY STEAMER FROM NEW
YORK TO LIVERPOOL DURING 1901 AND 1900.**

Month.	Rate in Cents.	Rate in Cents.
	1901.	1900.
January...	4½	6½
February...	3½	6½
March.....	2½	7½
April.....	2½	7½
May.....	1½	7½
June.....	2½	5½
July.....	2½	5½
August....	1½	7½
September..	1½	9
October....	2½	7½
November..	2½	6
December..	2½	5

AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1881	20	6	32	.....	.....
1882	20	6 5-12	29 $\frac{1}{2}$	22 2-3	23 $\frac{1}{2}$
1883	17 $\frac{1}{2}$	5 $\frac{1}{2}$	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21 $\frac{1}{2}$
1885	15	6 2-5	22 1-7	15 1-9	20 $\frac{1}{2}$
1886	16	6 $\frac{1}{2}$	29	16 1-6	24
1887	18 $\frac{1}{2}$	6	32 2-15	15	24 $\frac{1}{2}$
1888	15	6 $\frac{1}{2}$	29 $\frac{1}{2}$	15 1-6	23.95
1889	17.98	5.95	28 $\frac{1}{2}$	17 1-3	24.97
1890	15.66	6.58	27 $\frac{1}{2}$	14 1-3	21.48
1891	16.28	6.87 $\frac{1}{2}$	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.73
1894	17.14	5.89	24.78	11.69	18.71
1895	13.00	5.95	23.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19.67 $\frac{1}{2}$
1897	10.83	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.38	14.64	18.41
1901	10.00	*4.25	19.38	9.48	14.03

*F. O. B. New Orleans.

COTTON.

St. Louis, September 1st, 1901.

The cotton crop of the United States for the cotton year, ending August 31st, 1901, was 10,383,422 bales, an increase over the previous year of about 10%.

The gross receipts at St. Louis were 973,497 bales, an increase of over 21%. Net receipts were 239,628 bales, an increase of over 55%.

This statement shows a gratifying increase in the cotton business of St. Louis, especially in the net receipts, which show the amount handled in this city. A notable feature of the year was the continued increase in the amount of round-bale cotton handled, which amounted to 5,723 large and 280,057 small bales, all of which was handled here and was therefore net receipts.

Mr. Henry G. Hester, Secretary New Orleans Cotton Exchange, makes the following statement as to value of this and previous crops:

"On the basis of middling, which represents the average of the crop, a fair average of price for the United States is 9.33 cents per pound, which compares with 7.65 cents for last year and 4.88 for 1898-99, the highest price touched during the season having been 11.12 and the lowest 7.56.

"The average commercial value of the crop is \$47.63 per bale, against \$38.55 last year, \$25.08 the year before and \$28.62 in 1898-99.

"The total value of the crop compares with the previous five years, as follows:

VALUE OF COMMERCIAL CROP.

1900-1901.....	10,383,422	\$494,567,549
1899-1900.....	9,486,416	368,784,620
1898-99.....	11,274,840	282,772,987
1897-98.....	11,199,994	320,552,606
1896-97.....	8,757,964	321,924,834
1895-96.....	7,157,346	294,065,347
1894-95.....	9,901,251	297,087,530

"This shows an increase in values over last year of \$130,782,729, and over the crop of 1898-99 (which was 891,418 bales greater), of \$211,794,562. When it is considered that the two past crops sold in the cotton States for \$858,352,349, their importance in bringing prosperity to the South may be fully appreciated."

The average weight of St. Louis standard bales was 511 pounds, and average value per bale \$42.78. The lowest quotations for middling was 7 11-16 in May and June, and the highest 10 $\frac{1}{2}$ in September. The largest receipts were from Arkansas, but the largest increase was from Texas, being 383,940 bales as compared with 185,961 the previous year; Oklahoma contributed 35,963 bales.

The amount exported was larger than usual. England took 190,307 bales, Germany 102,205 bales, nearly three times as much as previous year, while the shipments to Japan were 7,677 bales, as against 1,476 bales the year before. About 5,000 bales were consumed in the city mills in the manufacture of cloth and batting.

The stock in warehouse at the end of the year was 34,378 standard bales.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1900-1901.....	987,497	733,869	239,628
1899-1900.....	802,769	648,665	154,074
1898-99.....	969,969	814,330	175,639
1897-98.....	869,239	771,712	127,517
1896-97.....	670,418	455,516	114,897
1895-96.....	565,683	474,796	90,887
1894-95.....	928,285	781,694	144,591
1893-94.....	635,421	462,032	168,389
1892-93.....	474,024	301,186	172,838
1891-92.....	723,628	426,737	297,891
1890-91.....	708,469	400,454	306,015
1889-90.....	538,910	311,828	227,087
1888-89.....	584,572	328,619	260,953

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1900-1901.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1900.....	37,592	30,858	57,950	16,274
October.....	116,768	119,102	236,870	188,919
November.....	88,080	171,701	264,781	189,790
December.....	64,468	158,974	218,442	178,489
January, 1901.....	27,971	66,418	94,889	158,765
February.....	16,021	45,180	60,171	65,478
March.....	14,001	86,688	50,689	68,562
April.....	7,991	24,385	32,826	41,162
May.....	5,524	25,945	81,469	44,594
June.....	5,918	84,889	88,267	88,277
July.....	3,089	26,601	28,690	59,921
August.....	283	10,408	10,641	36,200
Total bales.....	879,666	733,869	1,118,525	1,081,896
Deduct for $\frac{1}{2}$ round bales.....	140,028	.....	140,028	140,028
Net total, standard bales.....	239,628	733,869	973,497	991,870

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1900-01.	1899-1900.	1898-99.
St. Louis, Iron Mountain & Southern R. R.....	465,624	898,589	507,760
Missouri Pacific R. R.....	.....	1,682	.....
Mobile & Ohio R. R.....	58,876	108,664	100,876
St. Louis & San Francisco R. R.....	118,102	112,972	118,105
St. Louis & Southwestern R. R.....	71,408	79,294	44,822
Illinois Central R. R.....	68,264	40,522	86,771
Missouri, Kansas & Texas R. R.....	809,632	127,949	212,866
Chicago & Alton R. R. (West).....	.....	.....	50
Wabash R. R. (West).....	68	487	999
Keokuk & Northwestern R. R. and C. B. & Q. R. R.....	16,998	1,699	1,428
Louisville & Nashville R. R.....	5,261	6,421	5,429
Lower Mississippi River Boats.....	5,491	6,922	10,237
Cumberland and Tennessee River Boats.....	1,216	250	1,254
Total Bales.....	1,118,525	880,251	1,028,878
Deduct for light bales.....	140,028	77,483	88,414
Net total.....	973,497	802,769	969,969

STATEMENT SHOWING THE SOURCES OF SUPPLY OF
COTTON FOR FOUR YEARS.

	1900-01. Bales.	1899-1900. Bales.	1898-99. Bales.	1897-98. Bales.
From Arkansas.....	402,881	850,972	467,587	508,626
“ Texas.....	888,940	185,961	282,478	178,617
“ Missouri.....	16,084	11,680	20,112	27,124
“ Tennessee.....	60,657	78,649	92,021	80,788
“ Mississippi.....	65,010	99,914	88,772	44,248
“ Indian Territory.....	96,572	48,241	59,868	40,661
“ Alabama.....	11,576	16,785	20,680	5,888
“ Kentucky.....	87	518	52	217
“ Louisiana.....	41,356	68,741	27,068	11,940
“ Kansas.....	149	264	1	887
“ Oklahoma.....	85,968	83,326	20,269	758
Total Receipts.....	1,118,525	880,251	1,028,873	899,229
Deduct for half round bales.....	140,028	77,482	88,414	.....
Net receipts.....	978,497	802,769	939,959	899,229

DIRECTION OF SHIPMENTS.

	1900-01. Bales.	1899-1900. Bales.	1898-99. Bales.
For Export to England.....	190,807	108,484	271,521
“ Germany.....	102,205	86,421	98,894
“ France.....	8,509	10,544	6,848
“ Belgium.....	4,542	1,325	815
“ Holland.....	115	2,521	258
“ Sweden.....	600	47	.....
“ Austria.....	2,086	8,477	8,822
“ Russia.....	103	2,074	800
“ Italy.....	48,819	88,142	22,621
“ India.....	100	.....	.....
“ Norway.....	.....	50	.....
“ Nova Scotia.....	269	838	.....
“ Canada.....	81,876	80,198	80,884
“ Switzerland.....	285	274	.....
“ Spain.....	676	2,752	.....
“ Seaboard.....	1,768	.....	.....
“ Japan.....	7,677	1,476	12,977
Total Bales exported.....	889,046	288,058	577,513
Shipped to points in United States.....	642,352	679,087	586,063
Total Shipments, Bales.....	1,081,398	917,090	963,576
Deduct for half round bales.....	140,028	77,482	80,540
Net shipments standard bales.....	891,370	839,608	938,036

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTE.	1900-01. BALES.	1899-1900. BALES.	1898-99. BALES.
Chicago & Alton R. R., Mo. Div.....	914	.....	10
Missouri Pacific R. R.....	.....	349	1,245
S. Louis & San Francisco R. R.....	.....	129	501
Wabash R. R. (West).....	.....	.....	7,126
Illinois Central Railroad.....	40,888	30,825	12,703
Louisville, Henderson & St. Louis R. R.....	1,865	983	180
Louisville & Nashville R. R.....	87,430	43,977	22,667
Southern R. R.....	17,550	25,790	30,069
Baltimore & Ohio S.-W. R. R.....	68,938	68,841	99,318
Chicago & Alton R. R.....	196,193	138,847	187,465
Cleveland, Cin., Chicago & St. Louis R. R.....	154,172	144,024	122,887
Vandalia & Terre Haute R. R.....	87,075	112,865	164,212
Wabash R. R. (East).....	72,226	80,288	123,706
Toledo, St. Louis & Western R. R.....	224,507	127,467	188,979
Chicago, Peoria & St. Louis R. R.....	21,087	122,818	47,135
Chicago, Burlington & Quincy R. R.....	8,076	12,760	6,708
St. Louis, Keokuk & Northwestern R. R.....	1,299	507	2,030
St. Louis, Peoria & Northern R. R.....	.....	13,625	1,660
Other Roads.....	100	5,630	.....
Upper Mississippi River Boats.....	88	75	18
Total bales.....	1,031,898	917,090	963,576
Deduct for round half bales.....	140,028	77,482	80,540
Net bales.....	891,370	839,608	938,036

**SHIPMENTS TO UNITED STATES PORTS AS REPORTED
BY ST. LOUIS COTTON EXCHANGE.**

	Bales.		Bales.
To Boston.....	131,289	To Newport News.....	17,922
" Providence.....	5,228	" Louisville.....	948
" New York.....	91,137	" New Orleans.....	4,794
" Philadelphia.....	3,946	" Portland, Maine.....	5,386
" Baltimore.....	6,996	" Pacific Coast.....	4,801
" Pensacola.....	12,771		

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1901.....	92,231	66,656	34,378
1900.....	67,597	111,558	8,808
1899.....	124,906	97,219	46,962
1898.....	120,606	103,206	26,077
1897.....	109,297	119,493	7,677
1896.....	111,617	100,838	17,878
1895.....	161,219	171,451	7,549

**COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED
BY THE NEW ORLEANS COTTON EXCHANGE.**

	1900-1901.	1899-1900.	1897-8.
Alabama.....	1,000	1,044	1,159
Arkansas.....	762	750	884
Florida.....	45	50	70
Georgia.....	1,295	1,309	1,536
Louisiana.....	719	625	590
Mississippi.....	950	1,230	1,522
North Carolina, etc.....	542	561	563
South Carolina.....	911	921	1,012
Tennessee, etc.....	350	355	414
Texas and Indian Territory.....	3,809	2,951	3,555
Total crops—bales.....	10,388	9,436	11,275

VALUE OF COMMERCIAL CROP.

	Bales.	Value.
1900-1901.....	10,388,422	494,587,549
1899-1900.....	9,436,416	563,784,820
1898-99.....	11,274,840	5262,772,987
1897-98.....	11,199,994	520,552,606
1896-97.....	6,767,964	321,924,684

**TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.**

MONTHS.	1900-01.		1899-1900.		1898-99.		1897-98.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September	9 $\frac{3}{4}$	10 $\frac{1}{2}$	6	6 13-16	5	5 7-16	6 $\frac{1}{2}$	7 11-18
October	9	10 5-16	7	7 $\frac{1}{2}$	5	5	5 $\frac{1}{2}$	6 $\frac{1}{2}$
November	9 1-16	9 13-16	7	7 7-16	4 15-16	5 3-16	5 5-16	5 9-16
December	9 7-16	9 13-16	7 $\frac{1}{2}$	7 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 7-16
January	9 $\frac{1}{2}$	9 11-16	7 7-16	7 11-16	5 $\frac{1}{2}$	5 13-16	5 $\frac{1}{2}$	5 7-16
February	9 $\frac{1}{2}$	9 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$	5 18-16	6 1-16	5 $\frac{1}{2}$	5 $\frac{1}{2}$
March	8 $\frac{1}{2}$	9 $\frac{1}{2}$	8 15-16	9 7-16	5 $\frac{1}{2}$	6 1-16	5 $\frac{1}{2}$	5 13-16
April	8 1-16	8 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	5 13-16	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$
May	7 11-16	8 1-16	8 13-16	9 $\frac{1}{2}$	5 13-16	5 13-16	5 $\frac{1}{2}$	6
June	7 11-16	8 5-16	8 $\frac{1}{2}$	9 $\frac{1}{2}$	5 13-16	5 13-16	5 $\frac{1}{2}$	6
July	8	8 $\frac{1}{2}$	9 $\frac{1}{2}$	10	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 13-16	5 $\frac{1}{2}$
August	8	8 9-16	9 $\frac{1}{2}$	9 $\frac{1}{2}$	5 $\frac{1}{2}$	6	5 7-16	5 $\frac{1}{2}$

Average weight per bale.....	1900-01. lbs.	1899-1900. lbs.	1898-99. lbs.
United States standard bales.....	510.28	504.12	518.96
St. Louis Receipts ".....	511	508	410
" " round ".....	500	425	552
" " half ".....	250@270	250@270	275

Average value per bale St. Louis Receipts, 1899-1900, \$43.84; 1900-01, \$42.78.

THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.

1896-97, 1,422,930	1849-50, 2,233,718	1862-63, no record	1875-76, 4,632,313	1888-89, 6,938,290
1837-38, 1,801,487	1850-51, 2,454,257	1863-64, no record	1876-77, 4,474,069	1889-90, 7,318,726
1838-39, 1,389,532	1851-52, 3,126,310	1864-65, no record	1877-78, 4,773,868	1890-91, 8,655,518
1839-40, 2,177,835	1852-53, 3,416,214	1865-66, 2,277,683	1878-79, 5,074,155	1891-92, 9,035,379
1840-41, 1,034,915	1853-54, 3,074,979	1866-67, 2,282,660	1879-80, 5,761,252	1892-93, 6,701,565
1841-42, 1,693,574	1854-55, 2,982,634	1867-68, 2,559,241	1880-81, 6,605,750	1893-94, 7,549,817
1842-43, 2,378,875	1855-56, 3,665,557	1868-69, 2,433,770	1881-82, 5,456,048	1894-95, 9,901,251
1843-44, 2,030,400	1856-57, 3,093,737	1869-70, 5,114,592	1882-83, 6,949,756	1895-96, 7,157,346
1844-45, 2,394,503	1857-58, 3,227,339	1870-71, 4,317,006	1883-84, 6,712,200	1896-97, 8,757,954
1845-46, 2,100,537	1858-59, 4,018,914	1871-72, 2,971,351	1884-85, 5,706,165	1897-98, 11,199,964
1846-47, 1,778,651	1859-60, 4,861,292	1872-73, 3,874,559	1885-86, 6,575,691	1898-99, 11,274,840
1847-48, 2,630,786	1860-61, 3,849,469	1873-74, 4,170,388	1886-87, 6,505,087	1899-00, 9,436,416
1848-49, 2,866,938	1861-62, no record	1874-75, 3,827,845	1887-88, 7,046,833	1900-01, 10,383,422

GENERAL CROP MOVEMENT, SEASONS 1900-01 AND 1899-1900.

From New Orleans Cotton Exchange Report.

CONSUMPTION UNITED STATES.

	1900-01. Bales.	1899-1900. Bales.	
Total Crop United States.....	10,868,422	9,436,416	
Stock at Ports beginning of year.....	88,142	397,163	
TOTAL SUPPLY—			
Exported during year	6,588,756	5,950,062	9,838,578
Sent to Canada	102,528	109,951	
Burnt at Delivery Ports	1,288	19,891	
Stock at close of year.....	240,584	88,152	
	6,888,063	6,168,166	
Total takings for consumption, U. S.	3,588,501	3,665,419	
Of which—Taken by spinners in Southern States, Total.....	1,620,981	1,597,112	
Taken by Northern spinners.....	1,967,570	2,068,800	

STATEMENT SHOWING THE ENTIRE

RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R. R. (Mo. Div.)	248,885	512,800	419,900	110,985	5,250	2,250
Missouri Pacific R. R.	497,565	6,421,010	1,668,490	69,600	28,500	9,858
St. Louis and San Francisco R. R.	173,815	3,581,600	568,900	39,600	.....	.....
Wabash R. R. (West)	273,275	697,266	1,332,335	1,195,270	54,472	8,350
St. Louis, Kas. City & Colo. R. R.	.....	840,800	8,000	.....	.....	.....
Mo., Kansas & Texas R. R.	48,215	1,051,418	404,175	48,005	750	.....
St. Louis Southwestern R. R. ....	.....	133,665	.....	.....	.....	.....
St. L., Iron Mount. & So. E. R.	8,810	420,190	.....	.....	.....	.....
Illinois Central R. R.	23,195	368,195	913,640	997,200	11,250	147,000
Louisville, Henderson & St. L. R. R.	.....	1,600	2,400	.....	.....	.....
Louisville & Nashville R. R.	8,830	13,651	.....	145	.....	.....
Mobile & Ohio R. R.	1,775	114,575	.....	.....	750	.....
Southern R. R.	27,860	32,800	1,600	.....	.....	.....
Baltimore & Ohio S. W. R. R.	1,990	25,600	14,400	88,800	10,500	.....
Chicago & Alton R. R.	30,370	242,400	2,779,045	1,120,365	27,603	108,750
Cleveland, Cin. Chi. & St. L. R. R.	1,525	32,400	106,400	94,800	18,862	.....
Vandalia & Terre Haute R. R.	18,410	28,140	78,910	258,135	7,576	.....
Wabash R. R. (East)	16,085	68,800	1,282,400	1,574,800	44,250	27,000
Toledo, St. Louis & Western R. R.	715	40,650	37,200	150,000	63,000	.....
Chicago, Peoria & St. Louis R. R.	161,640	540,800	2,024,000	3,044,400	54,000	990,000
Chicago, B. & Q. R. R.	116,760	1,184,800	3,538,400	2,199,600	146,250	267,750
St. L., Keokuk & N. W. R. R.	497,790	2,756,700	4,972,000	4,302,050	213,750	379,500
Upper Mississippi River	12,418	252,684	56,655	83,645	1,951	.....
Lower "	7,870	1,297,946	7,585	520	590	140
Illinois "	2,675	138,933	73,215	150	3,006	.....
Missouri "	75	60,770	15,210	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers .....	.....	182	.....	.....	.....	.....
Driven and Express .....	.....	450,430	500,000	400,000	.....	.....
Total Receipts	2,170,548	20,860,805	20,834,060	15,728,130	696,810	1,989,998
Flour manufactured	1,505,234	.....	.....	.....	.....	.....
In Store, January 1st, 1901	64,608	5,972,856	846,159	19,841	11,696	75,140
Total movement	8,740,390	26,833,161	21,180,219	15,747,471	696,496	2,015,138

MOVEMENT IN FLOUR AND GRAIN FOR 1901.

SHIPMENTS.

By—	Flour, Bbls.	Wheat, Bush.	Corn, Bush.	Oats, Bush.	Rye, Bush.	Barley Bush.
Chicago & Alton R. R. (Mo. Div)	989	1,000	5,290		8,805	830
Missouri Pacific R. R.	19,020		158,880	888,025		
St. Louis and San Francisco R. R.	7,280	4,820	738,090	210,760	21,510	
Wabash R. R. (West)	2,550	6,400	114,818	48,805	14,184	
St. Louis, Kansas City & Col. R. R.	820		19,500	58,240		
Missouri, Kansas & Texas R. R.	15,006	23,870	928,381	1,108,685	87,681	
St. Louis Southwestern R. R.	81,259	146	578,872	806,435	1,107	
St. Louis, Iron Mount. & So. R. R.	290,544	75,323	1,877,480	1,629,575	8,019	
Illinois Central R. R.	406,794	2,199,491	3,767,521	3,047,895	84,920	4,058
Louisville, Henderson & St. L. R. R.	812,128	522,445	3,096,324	105,290	171,502	48,985
Louisville & Nashville R. R.	83,142	1,708,562	1,638,623	110,350	80,115	2,985
Mobile & Ohio R. R.	208,832	682,350	3,486,609	2,145,240	1,210	
Southern R. R.	871,115	1,717,485	1,501,415	267,665	114,725	84,295
Baltimore & Ohio S. W. R. R.	65,330	1,702,184	899,380	20,860	15,758	5,542
Chicago & Alton R. R.	164,427	106,665	8,860	4,385		
Cleve. Cin., Chicago & St. L. R. R.	804,845	2,318,270	279,795	14,710	24,765	
Vandalia & Terre Haute R. R.	81,062	1,509,866	275,695	28,870	5,352	
Wabash R. R. (East)	70,380	138,150	29,465	11,060	45	
Toledo, St. Louis & Western R. R.	396,148	1,430,805	159,920	6,075		
Chicago, Peoria & St. Louis R. R.	56,814	827,015	6,275	1,060		
Chicago, Burl. & Quincy R. R.	2,680	124,965	4,980	985	2,685	
St. Louis, Keokuk & N. W. R. R.	2,387	87,580	83,080	1,825	5,957	
Upper Mississippi River	8,775	684	800	2,890	56	281
Lower "	69,806	1,828,389	608,316	498,850	1,208	298
Illinois "	882	23		1,745	23	
Missouri "	55			1,250	562	12
Ohio, Cumb & Tenn. Rivers	9,028	191	31,358	14,725	428	
Driven and Express						
Total Shipments	2,961,568	17,012,659	17,718,656	10,511,805	490,517	92,201
Ground in City Mills		6,160,258	1,097,492	800,000	18,750	
City consumption	718,095		1,854,026	4,897,195	79,896	1,019,508
Stock on hand Dec. 31, 1901	60,732	3,660,244	1,010,045	88,971	114,838	8,429
Total movement	3,740,390	26,833,161	21,180,219	15,747,471	698,493	2,015,188

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1901.

1901.		Flour,	Wheat,	Corn,	Oats,	Rye,	Barley,	Bran.		Corn	Cotton.		Hay.	
		bbls.	bush.	bush.	bush.	bush.	bush.	Sacks.	Cars	Meal, bbls.	Local.	Thru'	Local.	Thru.
n.	5	28,295	155,295	399,485	120,000	8,250	41,250	11,880	1	4,720	5,701	7,929	1,605	1,230
12	69,010	495,964	1,028,200	358,835	13,500	66,750	26,440	6	10,465	12,443	26,749	5,490	3,320	
19	115,700	837,606	1,607,485	619,235	26,250	87,750	42,885	18	14,645	19,793	42,014	8,800	4,795	
26	156,045	1,144,080	2,272,320	968,635	37,500	144,000	61,805	27	20,440	23,145	53,306	13,805	6,490	
b.	1	191,635	1,396,852	2,924,295	1,263,835	48,000	175,500	81,875	33	27,925	27,971	66,418	17,870	8,025
9	244,215	1,703,896	3,793,795	1,673,065	66,000	209,250	113,920	47	37,740	32,552	81,644	22,690	9,875	
16	283,885	1,888,567	4,264,710	1,982,635	93,000	240,000	135,215	56	45,720	37,356	92,631	25,565	11,345	
23	322,670	2,083,397	4,869,535	2,277,220	114,000	269,250	152,365	72	53,925	40,157	101,765	28,320	12,505	
arch	2	359,435	2,387,848	5,638,610	2,573,620	126,750	306,750	178,855	102	64,660	43,177	111,745	31,980	13,755
9	400,475	2,688,365	6,448,070	2,891,890	133,500	352,500	206,810	117	70,655	46,141	124,072	35,095	14,985	
16	436,665	3,004,166	7,065,790	3,212,060	139,500	393,000	237,295	128	78,150	49,856	131,129	37,720	16,455	
23	477,340	3,336,714	7,434,765	3,468,890	150,000	419,250	259,445	142	85,180	53,774	140,069	39,605	17,760	
30	508,695	3,612,837	7,719,785	3,666,240	156,054	439,500	279,995	151	89,810	56,993	148,106	41,615	19,025	
ril	6	544,335	3,832,651	7,997,010	1,874,675	161,304	473,250	300,035	154	94,215	58,672	153,641	44,385	20,215
13	574,135	3,947,879	8,145,270	4,024,390	163,452	493,500	323,625	163	97,695	60,949	160,157	47,235	21,980	
20	616,395	4,086,596	8,274,440	4,246,140	165,702	507,750	343,135	179	101,125	62,434	164,748	49,618	23,950	
27	646,190	4,160,042	8,479,380	4,512,570	172,461	517,500	367,770	182	104,330	63,872	170,041	52,850	24,950	
y	4	689,225	4,331,332	9,090,525	4,779,470	190,884	531,750	367,750	192	108,175	63,823	178,544	56,315	26,485
11	727,085	4,534,968	9,831,085	5,086,540	205,224	546,000	379,175	198	116,375	67,877	193,873	58,825	27,990	
18	758,205	4,723,329	10,208,185	5,372,065	214,836	553,500	392,230	210	119,615	68,537	187,418	60,702	29,510	
25	788,400	4,927,025	10,533,255	5,753,710	227,265	558,750	404,225	223	124,350	69,528	193,612	62,414	31,580	
ne	8	824,550	5,133,081	11,124,590	6,151,110	241,632	566,250	417,085	236	127,690	70,508	198,386	62,908	33,005
5	862,890	5,391,319	11,667,315	6,433,375	250,641	568,500	429,235	248	133,100	71,733	205,565	72,707	34,285	
12	896,195	5,671,333	11,936,250	6,689,100	258,141	570,000	437,900	255	138,720	72,974	211,618	74,952	35,535	
19	922,890	5,927,025	12,278,780	6,900,800	264,141	570,000	449,955	266	145,975	73,769	218,307	76,918	36,405	
26	967,370	6,161,366	12,628,445	7,098,720	264,141	570,750	457,785	273	152,050	74,426	223,725	79,072	36,925	
ly	6	995,395	6,380,434	12,860,375	7,297,050	264,141	570,750	469,020	277	157,675	74,588	229,539	81,315	37,275
13	1,026,390	6,749,156	13,210,875	7,469,420	268,641	570,750	474,405	282	163,065	75,391	235,945	83,946	37,735	
20	1,067,095	7,012,703	13,521,275	7,778,635	287,760	570,750	489,070	291	169,650	76,188	243,338	86,381	38,100	
27	1,108,540	7,337,800	13,155,475	8,054,865	314,823	573,000	503,390	295	174,960	77,188	254,904	88,249	38,405	
ig.	3	1,155,040	7,579,560	13,420,275	8,336,015	352,371	573,000	300	178,440	77,537	258,442	92,549	38,745	
10	1,198,390	7,863,294	13,618,675	8,535,215	419,172	582,000	518,610	305	183,790	77,601	262,891	95,435	39,740	
17	1,246,655	8,162,647	13,964,140	8,736,980	473,963	582,000	530,155	308	188,965	77,645	264,434	106,748	40,620	
24	1,298,765	8,457,906	14,204,140	9,068,780	505,538	583,640	540,528	324	195,290	77,686	265,981	112,323	41,845	
31	1,341,875	8,736,264	14,538,540	9,201,580	525,182	596,640	553,513	333	199,150	77,748	268,734	117,822	43,105	
pt.	7	1,388,125	9,022,062	14,788,140	9,386,155	545,446	602,390	349	204,075	78,370	270,561	127,488	44,650	
4	1,427,640	9,314,452	15,030,140	9,584,555	567,196	635,390	584,558	350	207,550	79,476	272,322	132,263	45,985	
11	1,472,320	9,596,678	15,241,740	9,739,355	573,946	684,890	597,013	359	209,680	81,390	273,940	134,958	46,455	
18	1,514,920	9,841,837	15,427,340	10,001,555	576,946	807,890	608,078	374	213,405	88,458	278,431	138,401	46,895	
25	1,560,358	10,124,162	15,622,540	10,289,330	585,196	888,140	612,908	380	214,880	96,225	288,661	146,729	47,450	
st.	12	1,603,963	10,401,172	15,860,940	12,074,855	594,241	990,890	382	216,930	112,069	299,585	149,036	48,305	
9	1,654,108	10,687,189	16,122,540	12,409,330	601,741	1,117,640	629,173	393	220,595	129,287	315,666	156,361	49,330	
16	1,707,663	10,966,600	16,352,940	12,651,180	606,991	1,279,640	633,783	398	222,570	151,547	334,204	158,338	50,620	
iv.	2	1,757,783	10,989,726	16,615,340	12,964,730	614,011	1,393,640	403	227,045	180,031	364,066	164,137	51,815	
3	1,802,433	11,264,068	16,899,355	13,174,330	622,261	1,501,640	648,603	408	229,740	202,988	394,170	167,427	52,485	
10	1,847,063	11,296,526	17,157,155	13,347,180	627,511	1,609,243	660,228	411	233,720	224,585	426,465	170,567	53,075	
17	1,895,768	11,447,850	17,521,155	13,553,530	638,011	1,678,243	670,493	415	235,545	247,483	453,603	174,257	53,740	
24	1,939,439	11,648,103	18,002,095	13,865,530	644,010	1,738,243	682,528	418	238,720	276,895	488,220	178,507	54,345	
31	1,990,803	11,883,871	18,404,495	14,237,530	650,810	1,791,493	696,388	425	241,805	287,599	509,165	182,587	55,350	
so.	14	2,045,638	20,156,155	18,902,895	14,563,930	668,810	1,849,963	712,148	426	243,925	307,957	533,638	187,457	56,395
7	2,096,253	20,252,167	19,271,335	14,794,330	677,810	1,892,743	722,544	432	245,735	312,520	548,727	189,527	57,280	
14	2,150,378	20,387,175	20,002,135	15,127,380	685,310	1,920,493	736,498	438	247,850	320,400	569,996	191,972	57,755	
21	2,170,548	20,410,375	20,334,060	15,282,130	686,810	1,939,993	740,083	438	249,060	328,812	584,516	193,142	57,990	
Wagon	450,430	500,000	400,000
and Total		2,170,548	20,860,805	20,834,060	15,728,130	686,810	1,939,993	740,083	438	249,060	328,812	584,516	193,142	57,990

RECEIPTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1901—Continued.

Th'co hnds.	Lead, Pigs.	HOG PRODUCTS.				Wool, lbs.	Cattle, head.	Sheep, head.	Hogs, head.	Horses and Mules, Head.	Flax Seed, bush.	Zinc Spelter, Slabs.
		Bar'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.							
441	18,095	695	555,400	8,352,200	588,200	155,900	15,179	5,704	40,473	4,848	600	32,005
1,023	44,520	1,030	811,200	10,553,400	1,031,000	316,710	29,415	10,240	96,457	11,065	1,800	62,590
1,899	76,645	1,230	1,429,600	19,023,800	2,313,600	352,820	41,810	14,043	145,116	16,259	7,800	94,500
3,263	110,990	1,395	1,906,500	26,915,000	3,151,900	597,440	53,977	17,657	193,805	22,481	8,400	119,260
4,365	134,250	1,715	2,143,700	33,506,600	3,572,400	648,970	67,924	21,639	226,961	27,809	9,000	144,175
5,126	160,635	2,230	2,294,000	41,310,100	4,519,800	662,640	82,047	27,220	281,085	32,969	17,400	187,815
5,301	199,305	2,960	2,424,900	47,515,500	5,613,600	721,970	94,126	31,897	332,249	36,281	18,000	221,655
5,762	232,375	3,130	2,522,800	53,972,900	7,068,400	745,170	107,110	37,270	376,547	39,173	19,200	260,155
12,215	279,190	3,310	2,801,100	62,570,800	9,522,900	860,550	119,118	44,759	431,792	42,697	21,000	301,045
14,187	312,970	3,550	3,096,700	70,089,500	11,017,400	969,250	131,904	52,325	478,862	45,046	23,400	346,385
16,230	360,325	3,705	3,210,100	76,111,300	11,886,200	1,180,880	142,534	57,925	519,951	47,949	25,800	388,215
17,846	399,100	4,005	3,368,700	82,635,900	13,208,600	1,302,570	152,814	64,334	572,747	50,365	27,650	416,590
19,787	436,785	4,105	3,644,100	88,014,800	15,018,000	1,604,630	164,688	68,905	631,943	53,990	28,250	458,050
21,273	468,086	4,258	3,623,100	92,069,700	15,755,300	1,753,080	173,999	74,804	667,067	56,573	29,450	489,770
22,994	507,445	4,378	3,762,900	98,763,500	16,559,700	1,783,450	183,747	84,211	717,065	57,842	30,650	533,125
24,544	539,825	4,438	4,134,500	103,957,700	17,566,100	2,345,710	194,448	97,884	761,511	59,106	31,250	570,120
25,547	579,780	4,538	4,396,600	109,844,000	18,479,500	2,546,960	206,475	117,405	802,703	1,023	34,850	610,845
26,501	611,863	4,564	4,674,500	114,818,100	19,876,500	3,026,120	219,189	123,574	850,283	64,411	36,050	633,500
28,968	643,230	4,558	4,806,900	120,313,800	20,650,100	4,024,800	231,550	133,426	897,987	66,310	40,850	667,425
30,771	682,125	4,783	4,980,600	126,898,800	21,348,800	4,940,210	241,760	147,346	943,367	68,089	47,270	718,820
31,782	693,265	4,783	5,315,200	132,432,000	23,055,800	5,655,280	253,364	164,325	984,816	70,637	50,270	761,015
33,350	727,665	4,898	5,631,900	138,816,500	23,951,100	6,327,920	267,067	180,591	1,026,181	73,271	47,270	797,590
34,018	765,330	4,908	5,724,200	145,443,800	25,003,700	8,077,320	285,678	209,020	1,071,673	76,532	56,870	832,680
34,600	817,320	5,108	6,114,800	152,779,600	27,003,300	9,147,180	307,262	216,756	1,110,836	79,247	58,070	887,940
35,573	854,670	5,153	6,275,500	158,114,500	28,500,800	10,372,300	323,722	230,808	1,146,994	80,858	58,070	933,335
36,241	880,420	5,303	6,330,700	161,427,800	29,647,400	11,763,650	344,408	252,819	1,181,490	83,133	58,070	977,320
36,963	907,505	5,303	6,529,300	166,462,300	30,165,000	12,789,990	366,452	238,168	1,218,870	84,884	58,670	1,016,535
37,329	939,570	5,318	6,660,300	171,744,700	30,852,500	14,844,490	393,617	278,416	1,259,798	87,757	58,670	1,048,980
37,985	970,685	5,368	6,849,300	176,700,500	32,155,700	16,273,170	423,256	304,763	1,310,787	90,493	59,870	1,066,915
38,149	1,000,810	5,443	7,035,100	182,900,900	33,380,300	17,462,790	450,325	315,694	1,357,008	94,367	62,870	1,121,630
38,291	1,040,065	5,443	7,057,600	190,118,800	34,703,100	19,730,630	479,785	327,884	1,398,929	97,007	75,070	1,159,475
38,476	1,077,970	5,568	7,229,200	196,502,500	35,529,100	19,829,190	505,306	340,439	1,430,710	99,279	81,470	1,190,640
38,737	1,117,380	5,568	7,321,700	201,861,500	36,971,800	20,908,850	530,418	354,252	1,461,672	100,531	88,070	1,224,685
39,305	1,148,710	5,568	7,509,500	206,385,600	38,207,580	21,621,990	552,563	365,296	1,495,067	103,743	89,470	1,277,875
39,519	1,169,440	5,568	7,666,100	212,231,800	39,921,080	21,981,520	572,258	375,708	1,517,452	105,742	106,470	1,294,355
40,271	1,204,875	5,568	7,776,200	220,234,200	40,675,180	22,164,210	603,068	389,107	1,561,763	110,154	115,670	1,336,870
41,278	1,237,235	5,568	8,023,700	226,851,500	41,451,780	22,583,500	631,307	403,062	1,598,240	113,549	119,270	1,371,020
41,812	1,277,765	5,748	8,105,200	232,397,100	42,150,280	22,848,610	654,581	412,468	1,632,623	115,713	121,070	1,407,180
42,248	1,309,605	5,748	8,232,600	240,299,700	43,020,080	23,050,800	682,506	424,869	1,673,349	118,142	123,470	1,450,715
42,368	1,345,035	5,748	8,494,900	245,952,700	43,917,880	23,236,060	716,246	437,087	1,714,659	121,046	123,470	1,484,990
42,505	1,383,740	5,748	8,529,400	252,908,900	44,456,580	23,337,070	742,136	449,100	1,749,373	123,720	123,720	1,512,230
43,039	1,431,270	5,748	8,698,500	260,241,200	45,490,580	23,486,790	766,577	461,128	1,778,351	126,707	124,670	1,550,890
44,407	1,468,560	5,748	8,877,200	267,600,600	45,926,580	23,532,720	791,152	468,344	1,816,484	128,756	125,270	1,591,400
45,594	1,499,975	5,748	9,125,300	273,784,200	46,471,780	23,664,530	816,633	477,075	1,859,248	132,177	126,170	1,637,385
46,127	1,534,980	5,748	9,351,000	281,988,800	47,315,980	23,826,110	837,333	485,781	1,899,957	134,935	126,170	1,688,675
46,392	1,572,730	5,748	9,450,700	287,172,500	48,126,480	24,121,760	860,634	493,822	1,947,810	136,501	127,970	1,740,990
47,556	1,618,380	5,748	9,682,800	295,950,800	48,824,780	24,363,540	883,549	502,947	1,998,597	139,293	128,570	1,800,065
48,481	1,651,185	5,868	10,168,400	300,211,100	50,523,380	24,777,050	895,981	508,620	2,040,261	142,275	129,770	1,841,135
49,424	1,696,545	5,928	10,787,900	307,602,200	52,040,300	25,248,570	914,381	515,331	2,092,908	144,129	130,370	1,887,510
50,140	1,734,275	5,928	11,497,800	313,991,900	53,658,980	25,537,190	936,112	523,622	2,145,109	145,626	130,970	1,948,950
51,076	1,759,450	5,928	11,765,700	319,774,100	54,864,280	25,744,430	965,709	529,304	2,193,965	147,701	130,970	1,974,510
51,842	1,789,540	6,028	12,224,900	326,632,400	55,356,380	25,780,480	964,951	533,814	2,227,050	148,904	130,970	2,017,935
52,127	1,800,235	6,028	12,341,900	324,294,000	55,573,880	25,877,110	969,881	534,115	2,236,945	149,716	130,970	2,023,395
52,127	1,800,235	6,028	12,341,900	324,294,000	55,573,880	25,877,110	969,881	534,115	2,236,945	149,716	130,970	2,023,395

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1901.

1901.		Flour, in bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Bar- ley, bush.	Bran.		Corn Meal, bbls.	Cotton, bales.	Hay, tons.
								Sacks.	Cars.			
Jan.	5	40,727	203,250	487,890	111,115	6,970	15,790	14,540	8	4,496	42,697	2,292
"	12	94,126	398,540	980,962	286,055	12,440	15,790	39,700	80	11,443	80,609	5,485
"	19	154,007	626,730	1,673,861	567,080	22,020	17,720	58,790	52	19,503	110,028	8,034
"	26	214,202	1,122,580	2,196,898	900,565	44,120	18,550	78,530	77	28,054	145,198	10,584
Feb.	1	270,563	1,490,470	2,633,717	1,168,070	50,760	20,950	93,336	93	36,918	163,548	13,488
"	9	344,819	1,841,910	3,539,588	1,410,330	62,450	23,410	111,871	128	49,685	185,784	17,239
"	16	413,756	2,264,900	3,967,111	1,708,040	90,910	24,610	134,301	160	67,905	201,995	20,236
"	23	474,250	2,560,900	4,882,580	1,870,935	115,030	31,030	152,965	197	67,060	211,677	23,672
March	2	541,656	2,988,880	4,828,329	2,101,605	136,660	32,190	178,361	253	80,670	229,556	26,798
"	9	611,868	3,431,730	5,378,741	2,255,600	161,580	34,490	200,966	282	93,510	240,917	29,875
"	16	678,088	3,942,330	5,913,646	2,465,730	170,190	34,490	224,841	305	102,425	255,707	33,395
"	23	752,900	4,740,540	6,469,427	2,688,840	188,450	35,410	258,786	335	117,200	270,091	36,565
"	30	829,884	5,358,200	7,011,096	2,883,650	196,180	36,660	289,571	400	126,190	287,816	39,068
April	6	882,284	5,614,630	7,469,208	2,970,250	197,730	38,830	318,406	421	133,700	296,779	41,527
"	13	952,441	6,016,290	7,637,191	3,061,370	203,090	45,280	355,626	469	142,625	310,517	44,948
"	20	1,006,251	6,267,820	7,835,348	3,125,715	205,990	51,150	373,936	515	149,150	318,030	48,400
"	29	1,065,401	6,470,310	7,998,154	3,302,955	208,800	59,870	396,791	544	154,250	326,785	50,022
May	4	1,116,272	6,724,255	8,273,357	3,440,560	214,960	63,400	418,582	676	164,395	333,118	52,778
"	11	1,167,977	6,844,785	8,567,562	3,605,100	231,100	67,050	431,437	702	173,255	345,778	55,827
"	18	1,215,492	7,161,505	8,815,162	3,850,325	244,100	69,160	446,397	748	182,505	358,841	58,957
"	25	1,269,147	7,529,035	9,602,892	4,034,970	259,540	70,230	458,077	784	190,755	367,874	61,687
June	1	1,320,492	7,941,285	9,862,733	4,366,170	271,330	70,230	473,252	727	197,298	376,174	64,269
"	8	1,372,027	8,180,580	10,531,253	4,575,885	280,230	72,285	479,807	780	206,923	383,224	66,765
"	15	1,425,662	8,339,778	10,899,884	4,819,550	287,515	72,285	488,252	827	215,498	393,458	69,606
"	22	1,470,332	8,417,478	11,163,821	4,943,400	288,945	73,225	500,097	867	220,765	400,942	72,088
"	29	1,521,312	8,567,737	11,268,862	5,092,410	294,298	76,225	511,382	896	226,905	411,833	73,638
July	6	1,532,612	8,810,457	11,341,082	5,172,450	294,298	73,225	521,692	915	231,280	428,766	74,773
"	13	1,598,443	9,171,652	11,458,193	5,332,235	294,298	73,225	535,772	949	236,505	446,740	76,911
"	20	1,651,413	9,844,572	11,606,424	5,516,270	295,233	73,225	548,912	973	247,980	454,873	77,259
"	27	1,699,693	10,521,317	11,866,166	5,664,655	305,888	73,225	562,257	983	252,345	466,383	78,310
August	3	1,768,358	11,101,767	12,147,176	5,905,640	323,218	73,225	575,137	1,019	258,270	475,981	79,666
"	10	1,845,488	11,803,777	12,540,226	6,225,805	346,413	73,225	587,072	1,047	263,695	482,593	81,461
"	17	1,902,443	12,357,612	12,764,871	6,703,835	385,153	73,225	599,962	1,077	269,935	490,213	83,751
"	24	1,966,013	12,612,502	12,988,406	7,108,875	412,348	73,225	609,652	1,112	273,180	503,188	86,650
"	31	2,015,643	12,860,497	13,267,101	7,314,060	425,858	74,160	622,537	1,128	277,150	507,952	89,140
Sept.	7	2,076,538	13,339,822	13,511,826	7,499,535	436,933	74,160	641,502	1,154	281,020	511,872	91,725
"	14	2,133,963	14,024,562	13,766,581	7,709,345	439,898	74,160	657,012	1,185	285,040	514,912	94,140
"	21	2,188,804	14,309,822	13,835,826	7,845,025	443,133	74,160	667,897	1,216	287,620	517,080	95,930
"	28	2,237,668	14,598,212	13,997,056	8,051,185	443,953	75,005	679,092	1,243	291,875	522,654	97,335
Oct.	5	2,285,498	14,791,776	14,143,091	8,216,095	447,444	75,005	692,697	1,272	295,995	539,415	98,528
"	12	2,340,208	14,968,376	14,291,276	8,386,925	448,194	75,005	704,507	1,282	299,955	559,950	99,848
"	19	2,390,023	15,240,836	14,598,636	8,571,725	448,194	76,005	716,012	1,312	303,125	566,506	101,388
"	26	2,458,403	15,453,041	14,745,121	8,707,375	448,194	76,005	729,322	1,354	307,180	575,791	102,608
Nov.	2	2,523,589	15,627,891	14,961,426	8,872,105	448,194	76,940	743,687	1,372	310,800	587,941	104,308
"	9	2,576,848	15,735,996	15,192,116	9,050,745	451,839	79,265	754,677	1,391	314,615	593,905	105,983
"	16	2,627,468	15,885,698	15,465,911	9,222,445	454,034	80,220	768,012	1,412	318,505	599,805	107,885
"	23	2,688,413	16,091,458	15,826,656	9,383,400	458,949	83,528	777,917	1,436	324,165	609,936	109,388
"	30	2,733,613	16,238,543	16,206,796	9,544,630	465,574	85,928	789,007	1,454	326,190	621,345	110,530
Dec.	7	2,788,183	16,422,853	16,532,451	9,815,325	468,579	88,253	798,550	1,483	332,445	627,932	111,913
"	14	2,851,589	16,701,001	16,886,041	10,026,945	472,334	88,253	809,992	1,515	332,245	634,043	113,772
"	21	2,897,968	16,845,871	17,181,096	10,193,820	479,109	88,253	823,335	1,547	334,630	638,525	115,208
"	28	2,940,678	16,941,069	17,474,026	10,361,255	486,412	90,433	838,943	1,584	338,915	641,896	116,418
"	31	2,954,643	17,010,469	17,718,371	10,433,520	490,517	91,598	848,090	1,552	340,430	673,794	116,988
Shipped to local points not incl'd above.		6,920	2,189	285	77,485	.....	608	3,575	.....	3,244	43	569
Total,		2,961,563	17,012,658	17,718,656	10,511,305	490,517	92,201	841,665	1,552	343,674	973,837	117,577

SHIPMENTS OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1901—Continued.

Tobacco. Hds.	Lead. Pigs.	HOG PRODUCTS.				Wool. Lbs.	Cattle.	Sheep	Hogs.	Horses and Mules.	Flax Seed Bu.	Zinc and Spelter, Slabs.
		Pork. Bbls.	Hams. Lbs.	Meat. Lbs.	Lard. Lbs.							
28	11,770	425	896,500	2,652,300	1,490,200	168,600	1,197	838	4,708	4,710	810	31,594
36	31,125	778	1,776,770	9,734,800	3,266,300	247,600	4,128	1,064	14,214	8,283	2,260	58,786
69	58,569	868	2,845,040	19,809,400	4,978,600	613,400	6,478	1,829	21,493	13,109	2,230	90,864
74	87,769	1,098	4,102,140	27,771,300	6,291,200	731,000	8,578	1,450	27,508	17,290	3,030	124,019
74	111,054	1,145	4,862,740	33,367,000	7,450,700	927,500	11,332	1,450	32,267	20,462	3,030	152,623
74	127,864	1,330	5,598,840	38,569,900	9,155,100	1,117,400	13,650	1,483	38,580	25,031	7,210	189,223
102	166,374	2,355	6,172,540	42,505,700	11,273,700	1,227,540	15,487	1,483	45,064	27,607	7,210	220,988
125	196,648	2,460	6,940,240	46,556,000	13,306,000	1,279,740	18,549	1,605	52,539	29,522	7,980	260,438
167	227,478	2,951	8,366,640	52,116,700	16,326,800	1,529,240	20,723	1,898	61,134	33,448	7,980	313,173
190	254,394	3,470	9,442,240	56,322,500	20,879,740	1,775,240	22,613	1,961	68,446	35,648	7,980	346,763
199	276,864	3,526	10,339,440	59,702,900	23,164,140	2,040,440	24,135	2,047	74,900	39,012	8,880	389,533
230	306,531	4,257	11,283,940	63,815,000	25,672,940	2,544,040	25,787	2,047	85,500	39,273	8,880	429,638
244	338,781	4,288	11,823,440	67,888,300	28,302,940	3,368,240	27,537	2,047	94,888	41,555	9,900	474,843
244	371,876	4,428	12,613,140	70,579,900	30,439,840	3,980,440	29,396	2,181	109,751	44,094	11,020	521,688
254	411,529	4,630	13,323,540	75,754,100	32,586,040	4,719,240	30,838	2,319	119,184	45,709	11,720	576,478
333	439,494	4,728	14,080,560	79,445,800	35,287,340	5,068,140	32,287	2,428	130,516	47,854	12,560	624,403
347	467,259	4,856	15,369,600	84,415,800	37,027,740	5,586,640	34,058	2,780	139,613	49,309	13,940	678,983
365	504,766	4,906	16,317,960	88,008,000	38,229,940	5,782,140	36,004	11,263	149,099	52,020	16,540	726,313
380	533,166	5,020	16,957,960	91,973,300	40,357,815	6,364,140	37,623	11,411	156,652	54,043	20,020	769,103
400	560,960	5,230	18,218,960	97,183,500	44,716,315	7,303,570	38,900	13,247	164,129	55,595	25,800	813,578
400	583,586	5,317	19,679,680	102,357,600	44,524,715	7,470,770	40,775	14,102	173,224	58,016	29,270	863,043
508	606,966	5,486	20,794,910	107,736,500	47,501,705	8,081,970	43,916	19,101	177,283	59,795	31,140	919,913
608	626,720	5,781	21,904,220	113,230,205	48,711,735	8,847,380	48,458	25,914	183,206	62,421	34,700	997,023
618	645,365	6,064	23,158,300	119,125,290	51,310,120	9,505,500	53,840	31,017	187,921	63,995	36,625	1,029,235
654	661,780	6,134	24,373,400	122,685,950	53,003,220	10,763,865	58,659	33,646	193,340	65,140	36,625	1,092,924
729	680,760	6,640	25,969,640	125,791,580	54,919,495	11,226,140	64,115	38,723	198,178	67,625	36,625	1,145,314
729	696,025	6,860	27,229,640	129,374,930	55,881,795	12,190,290	72,422	45,567	206,515	69,174	37,215	1,198,314
734	719,580	7,020	28,458,590	132,893,180	57,650,495	12,443,890	82,422	48,702	217,521	71,398	37,215	1,240,814
798	749,300	7,200	30,202,465	136,631,185	58,933,295	13,029,490	95,799	55,355	238,814	73,361	37,815	1,288,979
882	773,600	7,390	32,040,435	140,928,075	61,332,895	13,682,425	107,108	58,696	256,955	77,694	40,395	1,343,074
889	800,130	7,465	33,081,085	146,233,945	63,402,395	14,769,525	118,179	51,416	267,963	79,187	50,595	1,391,534
978	819,650	7,815	34,341,285	150,586,145	64,182,595	15,718,225	127,463	63,590	274,967	80,745	59,300	1,427,634
1,048	846,045	7,925	35,547,685	154,404,945	65,412,995	16,470,625	135,147	65,273	281,875	81,787	62,035	1,467,929
1,087	861,780	8,035	36,461,185	158,485,045	68,085,695	17,076,825	142,063	67,294	287,508	84,046	76,005	1,515,624
1,133	878,440	8,300	37,936,685	162,786,945	70,110,245	17,445,825	147,210	68,068	292,581	86,204	78,975	1,559,489
1,148	888,785	8,620	39,402,810	167,133,070	71,692,725	18,046,315	158,522	69,818	305,659	88,207	80,730	1,604,059
1,149	904,695	8,970	41,019,610	172,680,170	73,477,025	18,488,715	167,418	71,423	313,541	91,083	81,270	1,641,349
1,192	925,680	9,110	42,124,110	178,708,270	74,462,925	18,900,515	175,712	72,450	323,198	92,521	82,470	1,671,584
1,202	942,745	9,210	43,796,810	183,757,970	76,236,725	19,140,315	183,887	73,248	333,981	94,548	83,955	1,706,259
1,233	960,460	9,415	45,790,415	188,888,580	77,936,510	19,412,775	193,307	73,820	348,022	97,312	83,955	1,746,999
1,298	973,035	9,485	46,987,013	192,772,530	79,208,860	19,848,875	201,911	73,820	355,487	99,210	83,955	1,779,209
1,309	994,685	9,550	48,087,413	197,400,430	80,506,960	20,567,675	207,799	73,926	358,683	101,428	83,955	1,819,049
1,325	1,016,740	9,635	49,641,563	201,969,680	81,820,960	20,985,495	214,678	75,078	364,563	103,132	83,955	1,851,744
1,325	1,039,560	9,722	51,424,163	206,276,030	83,390,810	21,246,950	221,521	75,490	369,949	105,411	83,955	1,876,174
1,325	1,061,945	9,752	52,917,463	210,460,580	84,675,310	22,032,700	226,496	76,684	374,102	107,080	83,955	1,926,244
1,377	1,081,125	9,764	55,680,163	210,883,530	85,824,610	22,964,500	230,745	75,784	379,728	109,497	83,955	1,961,189
1,468	1,113,655	9,780	54,372,163	214,454,880	87,101,160	23,874,400	234,630	76,033	384,768	110,004	83,955	1,994,834
1,563	1,141,740	9,867	54,925,713	219,184,980	89,772,810	24,495,050	237,246	76,143	388,570	111,991	83,955	2,027,544
1,591	1,165,415	9,822	55,663,463	223,965,080	92,334,810	25,510,700	240,581	76,823	393,589	113,814	83,955	2,072,272
1,657	1,194,810	9,874	56,475,773	227,529,450	94,461,340	26,159,990	243,411	76,824	396,650	115,877	83,955	2,117,772
1,717	1,215,965	9,912	57,146,968	231,109,045	95,963,365	26,459,470	247,850	77,029	401,411	116,676	83,955	2,147,827
1,744	1,230,715	9,922	57,823,218	234,861,795	98,032,765	27,049,025	251,353	77,029	405,385	117,616	83,955	2,171,782
1,774	1,240,670	9,922	58,029,768	236,418,695	98,412,165	27,308,675	251,627	77,029	406,013	118,033	83,955	2,186,647
1	3,286	604	295,603	784,389	243,336	2,700	1,122	447	11	1,905	2	.....
1,775	1,243,956	10,526	58,325,371	237,203,084	98,655,501	27,311,875	252,749	77,476	406,024	119,388	83,957	2,186,64

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1898.	1899.	1900.	1901.
Flour, receipts..... bbls.	1,358,088	1,514,315	1,869,070	2,170,548
Flour, amount manufactured bbls.	1,064,875	1,166,439	1,346,069	1,505,234
Wheat, total receipts.....bush.	14,240,252	10,428,163	19,786,614	20,860,805
Corn, " " " " " "	26,733,962	23,844,475	25,613,410	20,834,080
Oats, " " " " " "	10,725,380	12,606,835	13,257,925	15,728,130
Rye, " " " " " "	571,707	454,790	475,355	686,810
Barley, " " " " " "	2,001,911	1,409,474	2,011,500	1,939,998
All Grain received (including flour reduced to wheat).... "	60,384,608	55,058,154	69,555,619	69,827,264
Cotton, receipts.....bales.	986,193	1,028,192	1,011,587	913,328
Bagging, manufactured.....yards.	12,500,000	12,273,500	9,975,655	12,500,000
Hay, receipts.....tons.	127,263	175,820	234,256	251,132
Tobacco, receipts.....hhds.	48,618	66,302	44,914	52,127
Lead, receipts in pigs 80 lb. .pigs.	2,183,012	1,611,112	1,577,448	1,900,235
Hog Product, total shipm'ts. .lbs.	305,746,800	385,453,945	339,946,455	396,133,896
Cattle, receipts.....head.	795,611	766,032	795,800	969,831
Sheep " " " " " "	477,091	432,566	434,133	534,115
Hogs " " " " " "	2,136,328	2,147,144	2,156,972	2,236,945
Horses and Mules, receipts... "	128,542	130,236	169,082	149,716
Lumber & Logs, " ...feet.	964,468,110	1,148,124,000	1,336,403,254	1,414,698,766
Shingles, " ...pcs.	90,375,000	58,621,000	81,119,250	158,601,250
Lath, " " " " " "	9,547,350	11,362,150	13,503,950	12,385,550
Wool, total receipts.....lbs.	23,710,715	23,491,625	17,000,790	25,877,110
Hides, " " " " " "	58,716,130	68,933,720	60,531,540	55,005,030
Sugar, received " " " " " "	223,514,100	204,322,225	216,982,465	209,688,510
Molasses (including glucose) rec'd, galls.	3,838,830	6,884,033	5,244,050	5,895,387
Coffee, received.....bags.	274,228	290,700	360,871	374,675
" " " " " " " " " " " "	" " " " " " " " " " " "	" " " " " " " " " " " "	72,912	133,340
Rice, receipts.....p kgs.	127,275	163,105	119,615	173,530
Coal, " " " " " " " " " " " "	3,637,809	4,362,714	4,860,299	4,965,228
Nails, " " " " " " " " " " " "	572,847	589,980	560,110	638,200
Potatoes, receipts.....bush.	3,108,696	3,463,560	2,584,598	2,896,059
Salt, " " " " " " " " " " " "	383,120	427,020	233,105	315,235
" " " " " " " " " " " "	48,280	73,755	27,575	35,230
" " " " " " " " " " " "	451,540	581,280	776,160	772,800
Butter.....lbs.	14,905,745	13,729,188	12,901,690	13,476,929
Tons of freight of all kinds received and shipped.....	20,948,337	23,742,080	25,313,340	28,758,664

PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
Central B	1,000,000 bush.	165,000 sacks.
East St. Louis	600,000 "	"
Advance	600,000 "	"
Union	1,000,000 "	"
Venice	600,000 "	"
Merchants'	400,000 "	"
Mississippi Valley	1,500,000 "	"
Burlington	1,800,000 "	"
Total, Jan. 1st, 1902	7,000,000 bush.	165,000 sacks.
" " " 1901	8,700,000 "	265,000 "
" " " 1900	8,700,000 "	265,000 "
" " " 1899	9,100,000 "	265,000 "
" " " 1898	9,500,000 "	265,000 "
" " " 1897	10,900,000 "	265,000 "
" " " 1896	12,550,000 "	265,000 "
" " " 1895	12,100,000 "	265,000 "
" " " 1894	11,550,000 "	265,000 "
" " " 1893	11,800,000 "	265,000 "
" " " 1892	11,800,000 "	265,000 "
" " " 1891	11,800,000 "	265,000 "

PRIVATE ELEVATORS.

OWNER.	Name.	Capacity. Bush.	LOCATED.
Hezel Milling Co	Hezel	60,000	East St. Louis, Ill.
St. Louis Victoria Flour Mills	Victoria	260,000	Main and Mound sts.
Langenberg Bros. & Co	Rogers	500,000	Bremen ave. and Main st.
Montgomery, W. H. & Eley Co.	Montgomery B.	175,000	East St. Louis, Ill.
John Dower	Brooklyn st.	20,000	Brooklyn and Main sts.
Dayton-Wooster Grain Co.	Exchange	125,000	602 Theresa ave.
Geo. P. Plant Milling Co.	Plant's	250,000	Main st. & Chouteau ave.
Kehlor Bros.	Kehlor	150,000	East St. Louis, Ill.
Gratiot Street Warehouse Co.	Mound City	60,000	Branch and First sts.
P. P. Williams Grain Co.	Belt	150,000	East St. Louis, Ill.
Purina Mill Co.	Purina	75,000	Eighth & Gratiot sts.
Wabash Elevator Co.	Wabash	40,000	Second and Biddle sts.
Stanton & Lyons	Columbia	50,000	East St. Louis, Ill.
Southern Elevator Co.	McReynolds, C.	1,000,000	East St. Louis, Ill.

Total capacity, 2,905,000.

RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC ELEVATORS TO APPLY DURING 1902.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and $\frac{3}{8}$ of 1 cent per bushel, for each additional ten days or part thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and $\frac{3}{8}$ of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

FEEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE MISSOURI STATE INSPECTION DEPARTMENT, AND IN FORCE JANUARY 1, 1902.

Inspection and Weighing on arrival at Public Warehouse..50 cents per car.

Inspection and Weighing out of Public Warehouse.....50 cents per car.

Inspection at places other than a Public Warehouse..50 cents per car.

Inspection and Weighing into Public Warehouse from Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing out of Public Warehouse into Boat,

Barge or Wagon.....50 cents per 1,000 bushels.

Inspection and Weighing Grain in sacks..... $\frac{1}{4}$ of one cent per sack.

Reinspection of Grain from Bins in Public Warehouses..45 cts. per 1,000 bu.

On all Grain inspected at places other than a Public Warehouse and unloaded at a Public Warehouse after the expiration of five [5] days from date of first inspection, there will be an additional fee of 50 cents per car.

FEEES ADOPTED BY ILLINOIS STATE INSPECTION DEPARTMENT AND IN FORCE JANUARY 1, 1902.

FOR IN-INSPECTION.—50 cents per car load; 15 cents per wagon or cart load; 50 cents per 1,000 bushels from vessels; $\frac{1}{4}$ cent per bag.

FOR OUT-INSPECTION.—50 cents per 1,000 bushels to vessels; 50 cents per car load to cars; 15 cents per wagon load to teams.

FLOUR.

The millers of the winter wheat belt enjoyed during 1901 the advantage of working upon two exceptionally fine crops. The winter wheat of 1900, both hard and soft, was as nearly perfect as has ever been handled in this market, while competing spring wheat sections in the North and Northwest labored under the misfortune of a crop deficient in both quantity and quality. The winter wheat of 1901 was ripened and harvested under the most favorable conditions possible; and no better grain has ever been ground. The spring wheat crop of 1901 was of similar high quality and the competition between the two sections has been close and probably to some extent restricted profits. But there has been a substantial increase in the output of St. Louis mills, as well as in their export shipments and the financial results, if not exceptionally satisfactory, have been above the average of recent years.

The figures of flour manufactured by mills located at St. Louis and East St. Louis show a total of 1,505,234 for 1901 against 1,346,059 for 1900, and 1,166,439 for 1899, an increase for the past year of 12% over 1900 and nearly 30% over 1899.

The receipts were the largest in the history of the Exchange, while the shipments were greater than any year, except 1882 and 1884. The total shipments were 2,961,563 and total receipts 2,170,548 barrels, an increase of 17% and 16% respectively over the figures of 1900.

The total shipments of flour for export show an increase over 1900 of about 13%, and over 1899 of nearly 50%, the exact figures being as follows:

	Barrels.
1901.....	1,189,321
1900.....	1,051,951
1899.....	742,373

Upon classifying the details of different countries in groups the result shows that there has been a decrease as compared with 1900, of 7% to U. K. ports, while to all other foreign destinations there has been a large increase within the year, varying from 13%, which is the rate of increase of exports to Cuba, to an increase of nearly ten fold in the case of Mediterranean ports, the figures for 1900 being 776 barrels, while in 1901 there were shipped from this market for these ports 7,471 barrels. In the case of the West Indies, Central America and South America the shipments for 1901 aggregated 17,154 barrels, while for 1900 they were only 5,922, the past year showing nearly three the times the business of 1900.

The item of shipments to "seaboard for export" includes a large proportion of sales which are made to points where the railroad companies

are not authorized to issue through bills of lading from the western mills. The flour must be shipped to New York or some other seaboard point upon local bills of lading, and when loaded upon vessel the ocean bill of lading is taken. On this account the statistics here do not show the ultimate destination of 136,526 barrels which were shipped to the seaboard in this way during the year. These figures show 14% more than double the aggregate of the preceding year, indicating a very important increase in business to the markets referred to above requiring transshipment at the seaboard.

In the domestic trade the conditions have been such that St. Louis millers have sold increased quantities in Southeastern markets and that they also have a fair trade once more in the Southwest. The shipments Southward for consumption were 993,538 barrels, as against 823,471 barrels the previous year. This is partly due to freight conditions, and in some measure to the exhaustion of the wheat supply in these two sections. During the latter part of the year 1901 the trade in both directions was of considerable volume and promised to be permanent, at least for the first half of 1902, until the new crop in the Southern States is available to their local millers. Shipments to the Eastern States were also larger, amounting to over 100,000 barrels more than in 1900.

St. Louis millers continue the manufacture of soft wheat flour under their old and well established brands, and at the same time are steadily increasing their output of hard wheat flour which is now accepted in the markets of the world as being in no way inferior to the best spring wheat brands from the Northwest.

New lines of steamers from our Gulf ports to the West Indies, and South and Central American ports are being established. There have also been additions to the European lines of steamers from New Orleans.

The shipments during the year by river and railroad Southward for export and domestic trade were 1,794,154 barrels, while the Eastward movement was 1,128,383 barrels. During the first half of the year patents were quoted at \$3.55@3.75, declining after harvest \$3.40@3.55, and closing in December at \$3.90@4.10. Extra Fancy ranged from \$3.20@3.55 in January, to \$2.90@3.15 in July and at the close was quoted at \$3.50@3.65.

Stocks held in store during the year were light, ranging from 50,000 to 60,000 barrels, the amount on hand December 31st being 62,354 barrels.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1901.	Barrels Manuf. 1900.	Barrels Manuf. 1899.
Geo. P. Plant Milling Co.....	Plant's Roller A	2,500	342,497	312,721	228,178
Kehlor Bros.....	Kehlor.....	3,000	380,987	330,709	310,000
Regina Flour Mill Co.....	Regina.....	1,000	66,298	39,254	52,820
Victoria Flour Mill Co.....	Victoria.....	1,200	180,575	185,460	185,000
Hezel Milling Co.....	East St. Louis..	500	118,949	111,600	116,667
Saxony Mill Co.....	Saxony.....	900	111,749	97,980	82,880
Seasinghaus Milling Co.....	Jefferson.....	500	107,943	92,147	82,450
H. B. Eggers & Co.....	Meramec.....	500	101,500	99,400	96,148
Carondelet Milling Co.....	Carondelet.....	200	24,690	31,097	27,828
J. B. Buss.....	Buss.....	325	70,066	45,700	40,000
Total.....		10,625	1,505,234	1,346,059	1,166,439

**FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.**

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1901.
Kehlor Bros	Rex	Kansas City.....	5,000	390,665
E. O. Stanard Milling Co....	Alton City.....	Alton, Ill.....	1,200	259,631
E. O. Stanard Milling Co....	Empire.....	Dallas, Tex.....	1,200	220,443
Camp Spring Mills Co.....	Camp Spring....	Nashville, Ill..	1,000	150,000
John F. Meyer & Sons.....	Queen City	Springfield, Mo..	600	155,379
Mar. Bernheimer M. & M. Co	Banner Mills....	Clinton, Mo.....	600	150,000
J. B. Thro Milling Co.....	Thro Mills.....	St. Charles, Mo..	210	13,020
Cairo Milling Co.....	Cairo.....	Cairo, Ill.....	300	40,000
St. Jacobs Enterprise Mill..	Enterprise.....	St. Jacobs, Ill..	350	41,759
Vallier & Spies Milling Co..	Marine.....	Marine, Ill.....		
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..		38,275
Jno. F. Meyer & Sons.....	Ozark.....	Ozark, Mo.....		7,506
Total.....				

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR A SERIES OF YEARS.**

Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.
1862	647,419	906,860	.....	1882	2,003,424	1,850,215	3,305,765
1863	689,349	758,422	.....	1883	1,585,670	1,892,633	2,761,183
1864	815,144	782,560	.....	1884	1,456,153	1,990,737	3,014,106
1865	1,161,038	743,281	1,521,435	1885	1,032,506	1,841,529	2,551,499
1866	1,308,726	818,300	1,700,740	1886	848,417	1,867,356	2,243,361
1867	944,075	765,298	1,450,475	1887	1,049,864	1,985,717	2,584,881
1868	805,899	895,154	1,499,337	1888	887,173	2,016,619	2,683,405
1869	1,210,555	1,068,592	2,172,761	1889	1,168,603	2,066,442	2,859,889
1870	1,491,626	1,351,773	1,790,739	1890	1,229,975	1,872,005	2,890,324
1871	1,428,408	1,507,915	2,676,525	1891	1,333,640	1,748,190	2,767,906
1872	1,359,933	1,494,798	2,247,040	1892	1,455,343	1,623,371	2,318,788
1873	1,296,457	1,420,287	2,506,215	1893	1,171,025	1,669,048	2,044,727
1874	1,638,898	1,573,202	2,981,760	1894	1,261,309	1,656,645	2,168,388
1875	1,800,881	1,484,821	2,480,877	1895	1,013,344	1,740,026	2,145,659
1876	1,071,424	1,441,944	2,217,578	1896	1,348,601	1,333,986	1,946,081
1877	1,157,932	1,517,921	2,295,657	1897	1,329,050	1,080,916	1,618,688
1878	1,305,336	1,916,290	2,670,740	1898	1,358,088	1,054,875	1,564,112
1879	1,607,936	2,142,949	3,045,035	1899	1,514,315	1,166,439	2,027,681
1880	1,703,874	2,077,625	3,292,803	1900	1,869,070	1,346,059	2,585,206
1881	1,620,936	1,718,429	2,696,245	1901	2,170,548	1,505,234	4,961,553

STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1901	62,354	1891	70,130
1900	64,608	1890	87,400
1899	75,067	1889	98,790
1898	78,828	1888	99,670
1897	55,586	1887	124,200
1896	82,296	1886	119,450
1895	75,686	1885	114,630
1894	63,977	1884	100,006
1893	60,015	1883	100,898
1892	137,737	1882	151,588

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

Month.	1901. bbls.	1900. bbls.	1899. bbls.	Month.	1901. bbls.	1900. bbls.	1899. bbls.
January 1st.	64,608	75,057	78,828	July 1st.	46,950	47,496	62,000
February 1st.	60,150	76,356	78,823	August 1st.	45,400	54,131	53,286
March 1st.	60,698	73,232	62,510	September 1st.	53,800	62,620	69,846
April 1st.	57,896	60,448	61,785	October 1st.	56,276	67,556	63,680
May 1st.	59,715	65,474	58,419	November 1st.	59,025	59,597	64,664
June 1st.	62,700	69,672	56,988	December 1st.	62,354	60,900	81,850

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January.....	186,510	188,470	January.....	261,557	174,570
February.....	180,855	193,785	February.....	289,942	151,717
March.....	161,330	141,465	March.....	809,585	182,988
April.....	156,320	156,200	April.....	253,285	182,615
May.....	154,845	115,770	May.....	225,709	147,895
June.....	148,010	181,175	June.....	218,252	189,878
July.....	171,580	105,065	July.....	209,535	170,438
August.....	202,925	165,865	August.....	289,446	238,978
September.....	183,905	219,810	September.....	291,007	297,708
October.....	216,143	185,890	October.....	254,880	289,412
November.....	197,675	197,120	November.....	285,525	265,488
December.....	231,060	185,005	December.....	221,430	258,786
Total bbls.....	2,170,548	1,869,007	Total bbls.....	2,961,568	2,585,206

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '85.	823,864 bbls.	Year ending June 30, '94.	1,143,435 bbls.
" " 30, '87.	1,006,443 "	" " 30, '95.	1,119,893 "
" " 30, '88.	984,021 "	" " 30, '96.	1,119,681 "
" " 30, '89.	921,836 "	" " 30, '97.	1,378,771 "
" " 30, '90.	1,340,317 "	" " 30, '98.	1,361,855 "
" " 30, '91.	1,227,546 "	" " 30, '99.	1,340,843 "
" " 30, '92.	1,431,990 "	" " 30, 1900.	1,943,175 "
" " 30, '93.	1,597,408 "	" " 30, 1901.	2,023,025 "

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1901.	1900.	Direction.	1901.	1900.
Eastern Railroads.....	69,095	235,685	Direct for export.....	1,199,821	1,051,951
Illinois River.....	2,675	2,885	To Eastern points.....	789,678	680,226
Western Railroads.....	1,132,540	1,047,540	Southern ".....	958,588	823,471
Southern Railroads.....	109,685	124,715	Western ".....	80,194	17,621
Lower River Boats.....	7,870	18,710	Northern ".....	8,882	11,617
Northern Railroads.....	776,190	411,680	.....	.....	.....
Upper River Boats.....	12,428	28,625	.....	.....	.....
Missouri River Boats.....	75	.....	.....	.....	.....
Total bbls.....	2,170,548	1,869,070	Total bbls.....	2,961,568	2,585,206

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1898. Bbls.	1899. Bbls.	1900. Bbls.	1901. Bbls.
New York.....	4,838,214	4,741,035	4,487,806	4,092,711
Boston and Charlestown.....	1,579,687	1,528,257	1,606,175	1,496,163
Philadelphia.....	1,614,426	2,101,435	2,174,567	2,237,527
Baltimore.....	2,813,166	3,367,485	3,008,787	3,324,953
New Orleans.....	296,472	462,464	378,306	688,222
San Francisco.....	813,724	967,055	1,130,145	1,091,790
Chicago.....	.....	.....	.....	18,675
Duluth and Superior.....	597,474	860,369	296,488	337,977
Portland.....	111,084	.....	.....	.....
Puget Sound.....	672,300	698,816	1,194,197	1,185,470
Portsmouth and Norfolk.....	35,948	347,998	412,736	478,529
Willamette.....	820,684	655,579	833,610	643,323
New Port News.....	1,617,882	1,726,128	2,209,502	2,757,839
Galveston.....	174,991	171,674	191,463	143,673
Mobile.....	53,956	129,127	212,128	290,909
Other Ports.....	226,297	956,736	502,099	569,626
Total.....	16,515,405	18,717,161	18,632,509	19,352,330

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1898.	1899.	1900.	1901.
St. Louis.....	1,358,088	1,514,315	1,869,070	2,170,543
New York.....	7,265,161	6,728,062	6,895,487	6,863,242
Boston.....	2,556,245	2,321,583	2,594,858	2,477,072
Baltimore.....	3,823,776	3,854,828	3,941,338	3,862,432
Cincinnati.....	2,318,410	2,154,374	2,561,977	3,031,743
Milwaukee.....	2,579,906	3,166,106	3,012,625	2,919,300
Minneapolis.....	156,885	.....	223,102	240,779
Toledo.....	1,704,523	915,281	1,195,364	680,416
Buffalo.....	10,371,653	9,068,873	11,463,079	11,053,439
Chicago.....	5,316,195	5,890,139	9,312,591	10,232,235
Philadelphia.....	3,771,764	3,247,379	3,712,177	3,465,022
New Orleans.....	747,879	784,027	647,796	535,371
Detroit.....	270,870	203,610	235,500	337,550
Peoria.....	480,110	511,120	837,170	940,197
San Francisco.....	1,313,494	1,506,180	1,221,443	1,675,007
Montreal.....	1,516,237	1,575,059	853,182	1,031,825
Duluth and Superior.....	3,789,955	4,673,930	4,519,540	4,735,300
Cleveland.....	700,317	990,610	1,182,720	1,080,350
Indianapolis.....	358,539	216,728	220,330	246,065

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1901. Bbls.	1900. Bbls.	1899. Bbls.	1898. Bbls.
Minneapolis	15,921,880	15,082,725	14,291,780	14,232,595
St. Louis	1,505,284	1,346,059	1,166,439	1,054,875
Baltimore	349,735	318,940	410,935	392,180
Philadelphia	538,000	551,000	538,000	400,000
Milwaukee	1,939,968	1,868,501	1,737,826	1,741,847
Buffalo and vicinity	895,050	962,573	1,068,944	859,897
Toledo .....	.....	1,092,000	1,150,000	1,144,000
Detroit	563,400	626,000	594,700	532,000
Chicago	1,280,000	1,274,776	1,125,745	1,037,442
Duluth and Superior	860,605	345,460	1,763,920	.....
Kansas City	1,430,634	1,291,634	1,094,846	1,102,000
Peoria	112,000	150,090	67,500	115,000
Cincinnati	416,905	356,718	454,000	361,542
Cleveland	180,000	190,000	200,000	170,100
Indianapolis	596,504	489,491	542,701	580,674
Nashville	877,481	261,068	630,803	886,097
Galveston	200,000	.....	203,000	.....

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Board
of Flour Inspectors.

	1901. Bbls.	1900. Bbls.	1899. Bbls.	1898. Bbls.
January	14,190	16,557	14,477	9,227
February	11,463	16,608	9,776	10,897
March	17,147	18,870	14,792	10,531
April	14,672	17,827	15,329	12,401
May	12,659	15,950	20,484	49,552
June	14,201	13,461	16,704	20,374
July	9,810	13,331	15,830	13,707
August	15,446	16,494	14,876	17,986
September	11,840	11,948	14,385	18,268
October	13,465	14,425	19,581	21,366
November	16,065	14,368	17,002	15,615
December	8,600	14,304	20,918	15,108
Total bbls	159,578	184,143	194,134	215,032

VICTOR GOETZ, President.

STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1901.

CITIES.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	185,000	140,000	140,000	135,000	135,000	95,000	85,000	70,000	70,000	60,000	75,000	105,000
New York.....	104,000	98,900	100,400	107,200	97,600	75,500	81,500	71,800	67,500	75,300	86,200	97,000
Chicago.....	55,000	58,500	52,400	61,200	61,200	62,100	51,400	46,000	46,800	47,526	45,600	44,500
St. Louis.....	64,608	60,150	60,688	57,886	59,715	63,700	46,950	48,400	53,900	56,278	59,025	62,854
Toledo.....	10,000	10,000	10,000	10,000	5,000	5,000	1,000	2,000	2,000	1,000	1,000	1,000
Baltimore.....	54,000	53,000	58,000	56,000	54,000	49,000	46,000	41,000	38,000	43,000	48,000	51,000
Detroit.....	12,000	10,000	10,000	10,000	8,000	6,000	12,000	12,000	13,000	13,000	9,000	12,000
Boston.....	125,252	114,072	96,708	108,797	105,575	93,083	85,833	78,771	65,366	84,107	94,208	92,797
Milwaukee.....	38,600	69,970	79,130	88,350	105,080	109,800	100,570	69,800	88,000	104,900	116,700	76,100
Duluth.....	13,000	5,000	7,000	158,000	567,000	43,900	840,000	805,000	289,000	230,000	850,000	180,000
Totals, bbls.....	611,470	609,592	611,805	786,465	1,139,170	999,683	846,238	744,071	728,466	778,408	898,793	721,751

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1899, 1900 AND 1901, ON THROUGH BILLS OF LADING.

DESTINATION.	1901. Barrels.	1900. Barrels.	1899. Barrels.	DESTINATION.	1901. Barrels.	1900. Barrels.	1899. Barrels.	TOTALS.—Barrels.
England.....	519,333	853,288	231,076	Sweden.....	6,580	9,196	7,406	1901.....1,189,821
Germany.....	52,961	87,143	87,445	Turkey.....	3,269	110	275	1900.....1,051,961
Scotland.....	172,272	175,968	80,876	Newfoundland...	3,365	749	749	1899.....743,878
Ireland.....	98,256	98,628	50,747	Canada.....	450	63,864	650	1898.....603,998
Denmark.....	5,800	21,035	9,356	Seaboard for Export	136,526	160,512	58,586	1897.....406,569
Norway.....	28,967	87,827	29,946	Cuba.....	181,318	336	89,678	1896.....874,621
Holland.....	125,420	24,532	43,043	Italy.....	4,172	3,321	430	1895.....898,217
Belgium.....	24,532	26,998	28,964	Central America...	11,250	3,321	4,364	1894.....637,750
Spain.....	4,519	1,757	630	South America.....	5,904	2,476	8,899	1893.....649,385
Porto Rico.....	8,330	1,436	1,436	Porto Rico.....	925	695	.....
Finland.....	8,707	7,367	4,620	South Africa.....	290	525	.....
Switzerland.....	.....	.....	1,545	West Indies.....	.....	.....	.....
Iceland.....	220	.....	1,545	Russia.....	275	.....	.....
Mexico.....	.....	.....	623	Nova Scotia.....	911	.....	.....

**WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR
FOR 1901.**

1901.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	5	8.60@8.75	8.20@8.85	2.70@2.90	2.20@2.80
"	12	8.60 8.75	8.25 8.85	2.70 2.90	2.20 2.80
"	19	8.50 8.60	8.15 8.25	2.70 2.90	2.20 2.50
"	26	8.60 8.75	8.25 8.85	2.70 2.90	2.20 2.50
February	2	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
"	9	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
"	16	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
"	23	8.55 8.75	8.20 8.40	2.70 2.90	2.20 2.50
March	2	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	9	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	16	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	23	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
"	30	8.55 8.75	8.15 8.85	2.70 2.90	2.20 2.50
April	6	8.50 8.65	8.10 8.25	2.70 2.90	2.20 2.50
"	13	8.45 8.60	8.10 8.25	2.70 2.90	2.20 2.50
"	20	8.45 8.60	8.10 8.25	2.70 2.90	2.20 2.50
"	27	8.65 8.80	8.20 8.35	2.80 8.00	2.20 2.80
May	4	8.55 8.75	8.15 8.80	2.80 8.00	2.20 2.80
"	11	8.55 8.75	8.15 8.80	2.80 8.00	2.20 2.80
"	18	8.55 8.75	8.15 8.80	2.80 8.00	2.20 2.80
"	25	8.55 8.75	8.15 8.80	2.80 8.00	2.20 2.80
June	1	8.55 8.75	8.15 8.80	2.80 8.00	2.20 2.80
"	8	8.50 8.70	8.10 8.25	2.80 8.00	2.20 2.80
"	15	8.50 8.70	8.10 8.25	2.80 8.00	2.20 2.80
"	22	8.45 8.60	8.00 8.15	2.65 2.80	2.15 2.40
"	29	8.45 8.60	8.00 8.15	2.65 2.80	2.15 2.40
July	6	8.80 8.60	2.90 8.15	8.65 2.80	2.15 2.40
"	13	8.85 8.60	2.90 8.00	2.50 2.80	2.00 2.25
"	20	8.40 8.50	8.00 8.20	2.60 2.85	2.00 2.25
"	27	8.40 8.65	8.00 8.15	2.65 2.90	1.85 2.00
August	3	8.40 8.50	8.00 8.10	2.65 2.90	2.25 2.40
"	10	8.45 8.60	8.05 8.25	2.60 2.85	2.25 2.40
"	17	8.50 8.65	8.10 8.25	2.70 8.00	2.80 2.50
"	24	8.50 8.65	8.10 8.25	2.70 8.00	2.80 2.50
"	31	8.45 8.55	8.05 8.15	2.65 2.80	2.80 2.50
September	7	8.45 8.55	8.05 8.15	2.65 2.90	2.80 2.50
"	14	8.40 8.55	8.00 8.15	2.65 2.90	2.80 2.50
"	21	8.40 8.55	8.00 8.15	2.65 2.90	2.80 2.50
"	28	8.40 8.55	8.00 8.15	2.65 2.90	2.80 2.50
October	5	8.40 8.55	8.00 8.15	2.65 2.90	2.80 2.50
"	12	8.40 8.55	8.00 8.15	2.65 2.90	2.80 2.50
"	19	8.40 8.55	8.00 8.15	2.65 2.90	2.80 2.50
"	26	8.40 8.55	8.00 8.15	2.65 2.90	2.80 2.50
November	2	8.40 8.55	8.00 8.15	2.70 2.90	2.40 2.60
"	9	8.45 8.60	8.10 8.25	2.75 2.90	2.50 2.65
"	16	8.45 8.60	8.10 8.25	2.75 2.90	2.50 2.65
"	23	8.50 8.65	8.10 8.25	2.75 2.90	2.50 2.65
"	30	8.60 8.75	8.15 8.30	2.80 8.00	2.50 2.65
December	7	8.95 4.00	8.45 8.60	8.10 8.25	2.70 2.85
"	14	8.55 4.00	8.45 8.65	8.10 8.25	2.80 8.00
"	21	8.75 8.90	8.85 8.50	8.10 8.25	2.80 8.00
"	28	8.90 4.10	8.50 8.65	8.10 8.25	2.80 8.00

GRAIN.

The fact that the Department of Agriculture has not made public the final estimate of yield of the crops of 1901 renders official comparison with previous years impossible. It is known, however, that the wheat crop of 1901 was the largest of record, while the corn crop was the smallest since 1881, with the exception of 1894. The oat crop was also short, but not in as large a degree as corn, while the yield of rye and barley was up to the average.

Taking the estimates of the Cincinnati Price Current, as approximately correct, we find the yield of 1901 as follows: Wheat 715,000,000 bushels, corn 1,400,000,000 bushels, oats 875,000,000 bushels, rye 25,000,000 bushels, barley 75,000,000 bushels, a total of 2,890,000,000 bushels.

The crops of the previous five years, as given by the Department of Agriculture, were as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1900.	523,229,505	2,105,102,516	809,125,969	28,986,977	54,925,833	3,519,879,770
1899.	547,808,846	2,078,143,983	796,177,718	28,961,741	78,881,563	3,518,968,793
1898.	676,148,705	1,924,154,680	730,906,648	26,857,522	55,792,267	3,411,689,797
1897.	530,149,169	1,902,987,988	698,767,809	27,863,324	66,685,127	3,225,983,361
1896.	427,684,846	2,283,876,165	707,846,404	24,869,047	69,686,323	3,512,970,185

The farm values for the year 1901 are not available, but it may be estimated that total values will approximate the previous year, on account of the large crop of wheat and the increased values of corn and oats.

The farm values of the principal crops, for the previous four years, are given by the Department of Agriculture as follows:

	1897.	1898.	1899.	1900.
Corn	\$501,072,952	\$552,023,423	\$629,210,110	\$751,220,034
Wheat	428,547,121	392,770,320	319,545,259	323,515,177
Oats	147,974,719	186,405,364	198,167,975	208,669,233
Rye	12,239,647	11,875,350	12,214,118	12,295,417
Barley.....	25,142,139	23,064,359	29,594,254	24,075,271
Hay	401,890,728	398,080,647	411,926,187	445,538,870
Potatoes	89,643,059	79,574,772	89,328,832	90,811,167

It will be noticed that corn is the most valuable product of agriculture and that hay and wheat alternate as the next.

The exports of Grain from the United States for the past three years compare as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1901	179,201,418	102,539,089	25,929,048	2,617,570	8,594,110	318,701,235
1900	99,079,158	190,896,489	32,138,242	1,996,785	12,819,162	336,964,881
1899	109,635,181	206,135,233	41,086,123	4,863,840	16,949,846	378,657,702

The Bureau of Statistics at Washington gives the amount of wheat and wheat flour exported, of the crop for the year ending June 30th, 1901, as 41.36%, and of corn and corn product for the same period as 8.62%.

The grain trade of St. Louis for 1901 was very satisfactory. Notwithstanding a loss of 18%, or about 5,000,000 bushels in the receipts of corn, as compared with 1900, there was an increase in wheat and oats, so that the total receipts were 60,049,798 bushels, as against 61,144,805 bushels the previous year.

If flour reduced to wheat be included the total received would be 69,817,294 bushels of all grain, as compared with 69,555,619 the previous year, a most favorable showing.

The amount of grain handled at St. Louis during the past five years compare as follows:

RECEIPTS.

	1901.	1900.	1899.	1898.	1897.
Wheat, bushels	20,860,805	19,788,610	10,428,163	14,240,252	12,057,755
Corn, "	20,834,080	25,615,410	23,544,475	26,783,962	31,077,440
Oats, "	15,728,130	13,257,925	12,606,835	10,725,380	12,147,235
Rye, "	686,810	475,355	454,790	571,707	712,423
Barley, "	1,939,998	2,011,500	1,409,474	2,001,911	1,806,811
Total, "	60,049,798	61,144,805	48,243,737	54,273,212	57,000,639

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1901.....	69,817,294	1895.....	37,410,330	1890.....	77,795,322
1900.....	69,556,619	1894.....	51,846,405	1889.....	68,468,596
1899.....	55,058,154	1893.....	66,348,786	1888.....	51,106,121
1898.....	60,384,608	1892.....	80,548,136	1887.....	48,848,562
1897.....	63,581,864	1891.....	68,836,754	1886.....	42,918,800
1896.....	57,208,249				

The relative position of the ten principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1901—bush.	1900—bush.	1899—bush.	1898—bush.*
Chicago.....	245,207,653	307,726,135	298,901,815	296,513,479
St. Louis.....	60,049,798	61,144,804	48,243,737	54,273,215
Minneapolis.....	114,817,400	105,713,596	109,364,480	95,254,900
Peoria.....	36,608,466	32,588,640	19,861,800	30,325,230
Kansas City.....	46,768,800	46,638,250	31,745,650	45,686,900
Milwaukee.....	38,710,300	41,046,130	46,221,926	50,846,151
Toledo.....	26,324,836	41,840,418	37,339,134	33,813,028
Duluth and Superior.....	51,217,696	40,869,596	66,524,434	78,020,088
Detroit.....	12,387,118	11,003,717	8,712,230	10,943,814
Cincinnati.....	26,667,871	26,885,823	13,164,179	25,320,819

WHEAT.

The receipts of wheat at St. Louis during the year 1901 were 20,860,805 bushels, being over a million bushels greater than in 1900, and double those of 1899. The crops of both 1900 and 1901 were of exceptional quality, and were harvested under unusually favorable conditions, and this city being the center of the winter wheat belt drew liberal receipts. There was a

good domestic demand all the year, and 8,122,973 bushels were exported via Atlantic and Gulf ports, the city mills taking 6,160,258 bushels in the manufacture of 1,505,234 barrels of flour.

Prices of No. 2 red were 72 to 76 during the first half of the year, declining to 70 to 72 in August and September, ranging from 71 to 73 in October, advancing as high as 78½ in November, and closing at 87½ to 88 in December.

Receipts of wheat at the principal primary markets for the past three years compare as follows:

	1901—Bu.	1900—Bu.	1899—Bu.
Minneapolis	90,838,570	83,312,320	87,961,690
Chicago.....	51,197,870	48,048,298	30,971,547
Kansas City.....	26,952,804	34,775,450	20,363,850
Duluth and Superior	47,000,965	31,964,324	54,961,949
St. Louis	20,860,865	19,786,614	10,428,168
Milwaukee	13,050,850	9,631,380	11,518,158
Toledo.....	8,218,205	9,228,047	15,927,327

The crop of the surplus wheat States for the three years previous to 1901 were as follows:

	1900—Bu.	1899—Bu.	1898—Bu.
Kansas.....	82,488,665	36,463,044	64,939,412
Minnesota	51,509,000	68,223,581	78,417,912
Nebraska.....	24,801,900	20,791,776	34,679,309
Iowa	21,798,223	18,195,489	22,189,624
South Dakota.....	20,149,684	37,728,339	42,040,923
Missouri	18,846,713	11,398,702	14,104,454
Illinois	17,982,068	12,665,410	19,334,343
Wisconsin	13,166,599	11,773,382	13,689,972
North Dakota....	13,176,213	51,758,630	55,654,445

CORN.

The drouth of the summer of 1901 was most disastrous to the corn crop of the great producing States, resulting in a smaller yield than for many years. It was particularly severe in the States west of the Mississippi from which St. Louis usually draws its supplies, and brought distress and suffering to man and beast in many places. In the later fall and winter corn was shipped from St. Louis and other points to the Western States for feed, a condition which seldom, if ever, prevails. Being the nearest large market to the devastated districts there was a demand for corn which was supplied largely by St. Louis from points east of the river, so that the total amount of this cereal handled was only 18% less than the previous year, consequently receipts from west of the river were only half as large as the previous year, while the amount received from east of the river increased over five million bushels.

On account of the increased value exports were light, amounting to only 2,162,798 bushels via Atlantic and Gulf ports. The larger part went southward for consumption, while the shipments westward to the corn producing districts was over one million bushels.

No. 2 sold at about 37 cents in January, advancing to 40 cents in February and to 45 in May. In July when the drouth came on values rapidly increased, going to 60 and remaining at 57½ to 60 cents until November, when sales were made at 66½, advancing still further in December to 69 and closing at 66½ to 67 cents.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

	1901. Bushels.	1900. Bushels.	1899. Bushels.	1898. Bushels.
Chicago.....	84,136,687	124,663,456	123,776,350	127,428,374
St. Louis.....	20,834,060	25,613,410	23,344,475	26,733,963
Peoria.....	19,604,566	18,595,300	17,061,200	17,964,470
Kansas City.....	13,488,850	8,334,250	8,759,250	13,077,750
Toledo.....	10,969,528	24,828,879	15,498,089	18,832,353
Detroit.....	3,266,974	3,378,384	3,208,945	3,034,942
Milwaukee.....	3,425,300	5,780,400	7,233,290	9,614,004
Cincinnati.....	11,563,425	14,420,798	6,607,090	15,028,579
Indianapolis.....	5,696,050	7,498,200	8,204,700	6,509,400

The crops of the corn surplus States for the previous three years, as reported by the Department of Agriculture, are as follows:

	1900—Bush.	1899—Bush.	1898—Bush.
Ohio.....	106,890,188	99,048,816	102,828,439
Indiana.....	153,200,800	141,852,594	129,154,572
Illinois.....	264,176,226	247,150,323	199,959,810
Iowa.....	306,856,948	242,249,841	254,999,850
Missouri.....	180,710,404	162,915,064	154,781,456
Kansas.....	163,870,680	237,621,222	132,842,043
Nebraska.....	210,430,064	224,378,268	158,754,666
Total.....	1,385,138,256	1,355,211,127	1,133,270,866

OATS.

The drouth of the summer affected oats as well as corn, and there was a lighter crop than for several years. There was, however, a large demand from the South, resulting in larger receipts, so that the amount handled was 15,728,130 bushels, against 13,257,925 the previous year. Over 200,000 bushels were exported to Cuba and Mexico. The bulk of the shipments, amounting to over 9,000,000, going to the South.

No. 2 oats were quoted at 24 to 25 cents in January and ranged from 26 to 30 up to July, when the prices advanced to 40 cents, ruling at about 38 in August, September and October, and reaching as high as 47 in November and 50 cents in December.

The crops of the Western States for the four years previous to 1901 compare as follows:

	1900. bush.	1899. bush.	1898. bush.	1897. bush.
Iowa.....	120,572,138	126,985,749	123,428,126	103,721,111
Minnesota.....	41,907,046	52,688,416	56,298,578	41,147,002
Wisconsin.....	61,971,552	67,687,380	64,643,223	62,125,810
Illinois.....	133,642,884	127,278,948	88,303,579	92,798,496
Indiana.....	44,866,035	34,301,248	31,938,668	33,706,582
Ohio.....	40,340,534	32,945,976	27,724,160	29,907,392
Missouri.....	24,665,373	20,299,350	15,866,163	22,073,166
Kansas.....	43,063,943	39,129,410	26,689,248	33,680,060

RYE.

Receipts of Rye were 686,810 bushels, against 475,355 the previous year, the bulk of the receipts coming from the East and North, only a small amount, about 5,000 bushels, were exported, the balance going into domestic consumption.

BARLEY.

Receipts were 1,939,993 bushels, a slight falling off from 1900, but an increase over 1899. Of the receipts 5,000 bushels came from Canada, the balance being from Minnesota and Wisconsin. Practically all the receipts were taken for home consumption in the manufacture of beer.

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1877.....	471,232 bbls., or 14,606,192 galls.
1878.....	521,684 " 16,172,204 "
1879.....	612,667 " 19,023,677 "
1880.....	828,072 " 25,870,232 "
1881.....	959,236 " 29,789,318 "
1882.....	1,069,715 " 33,661,165 "
1883.....	1,100,000 " 34,100,000 "
1884.....	1,122,265 " 34,790,215 "
1885.....	1,086,082 " 33,686,992 "
1886.....	1,280,091 " 39,682,821 "
1887.....	1,383,361 " 43,575,872 "
1888.....	1,482,833 " 46,710,815 "
1889.....	1,546,587 " 48,717,490 "
1890.....	1,856,833 " 58,498,114 "
1891.....	1,810,812 " 56,135,172 "
1892.....	1,961,449 " 60,814,919 "
1893.....	2,092,903 " 64,879,993 "
1894.....	1,931,666 " 59,881,646 "
1895.....	1,962,059 " 60,823,844 "
1896.....	2,198,785 " 68,007,358 "
1897.....	2,124,507 " 66,859,744 "
1898.....	2,040,158 " 63,204,898 "
1899.....	2,100,411 " 65,112,741 "
1900.....	2,283,603 " 70,791,693 "
1901.....	2,517,755 " 78,060,402 "

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1901.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	186,510	1,868,723	2,820,295	1,217,085	47,250	169,500
February	160,865	892,445	2,558,315	1,274,985	78,750	126,750
March	161,830	1,356,670	2,841,175	1,174,220	80,054	143,250
April	156,320	642,427	1,007,515	969,630	21,380	88,250
May	154,345	865,260	2,284,500	1,486,840	62,687	89,000
June	148,010	841,342	1,216,645	996,010	24,070	9,000
July	171,590	5,591,149	1,068,630	1,213,945	73,656	2,250
August	202,925	8,833,249	1,221,465	1,888,915	187,885	13,640
September	183,805	2,038,094	986,000	1,305,135	51,763	229,500
October	216,143	1,111,198	1,028,000	1,340,015	85,565	544,500
November	197,675	1,057,547	1,499,555	1,018,800	81,500	377,608
December	281,050	762,271	2,331,965	1,462,600	42,800	201,750
By Wagon		450,480	500,000	400,000		
Total	2,170,548	20,860,805	20,834,060	15,728,180	686,810	1,989,993

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1901.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	261,557	1,409,790	2,574,592	1,182,510	50,770	19,750
February	259,942	1,455,080	2,102,987	870,198	78,080	12,440
March	809,585	2,493,380	2,821,663	894,600	65,190	4,470
April	283,285	1,155,740	1,090,087	454,080	17,600	24,860
May	225,709	1,355,815	1,709,801	986,385	56,640	9,210
June	215,252	699,445	1,461,675	804,880	22,968	8,000
July	209,686	2,296,008	742,214	707,240	20,726	
August	285,846	2,026,384	1,260,990	1,542,065	112,846	988
September	281,007	1,761,187	747,112	772,370	21,518	1,885
October	254,880	333,368	891,185	779,080	3,274	1,945
November	258,528	659,288	1,809,935	723,020	16,380	9,087
December	221,480	771,928	1,516,975	894,990	25,075	5,666
Total	2,961,668	17,012,658	17,718,656	10,511,805	490,517	92,201

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY YEARS.

	Receipts.	Shipments.
1882	54,603,141	41,540,103
1883	51,933,494	37,632,949
1884	52,776,632	41,227,830
1885	52,579,425	38,538,530
1886	42,918,800	37,690,878
1887	48,749,662	36,003,222
1888	51,180,121	38,402,167
1889	68,468,696	56,332,700
1890	77,795,323	65,155,187
1891	68,585,754	51,350,319
1892	80,548,136	53,645,976
1893	68,348,786	51,487,600
1894	51,646,406	35,170,487
1895	37,410,330	29,589,368
1896	57,208,249	41,200,512
1897	63,581,364	46,967,028
1898	60,384,608	52,732,679
1899	55,059,154	41,028,533
1900	69,555,619	54,606,499
1901	69,817,264	59,152,371

Since 1882, Flour is reduced to wheat at four and one-half bushels to the barrel, previous to 1882 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.			Corn, bushels.			Oats, bushels.			Rye, bushels.			Barley, bush.		
	Receipts.	Shipm'ts.		Receipts.	Shipm'ts.		Receipts.	Shipm'ts.		Receipts.	Shipm'ts.		Receipts.	Shipm'ts.	
1876	8,037,574	3,630,007	15,249,909	12,738,849	8,690,913	1,932,932	8,690,913	1,932,932	890,836	890,836	804,193	1,492,985	1,492,985	933,660	
1877	8,274,131	3,410,190	11,847,771	9,309,014	8,134,721	1,550,993	8,134,721	1,550,993	873,907	873,907	837,183	1,386,490	1,386,490	108,391	
1878	8,928,431	3,900,893	9,008,723	8,928,713	5,393,713	1,702,801	5,393,713	1,702,801	845,939	845,939	757,631	1,517,593	1,517,593	244,708	
1879	11,093,369	7,303,076	13,360,688	8,311,045	5,609,176	2,141,078	8,311,045	2,141,078	463,755	463,755	433,780	1,531,607	1,531,607	960,439	
1880	31,032,275	11,313,379	32,398,077	17,671,933	10,027,078	2,581,613	10,027,078	2,581,613	469,789	469,789	876,041	2,581,613	2,581,613	104,113	
1881	18,943,571	6,391,630	21,340,193	15,340,193	8,938,049	2,322,395	8,938,049	2,322,395	409,707	409,707	341,761	2,411,732	2,411,732	187,045	
1882	30,774,987	12,446,060	34,221,515	14,541,515	9,318,616	2,410,011	9,318,616	2,410,011	539,270	539,270	343,570	2,411,732	2,411,732	86,345	
1883	15,000,704	4,430,785	30,001,435	15,199,849	7,034,611	2,047,459	7,034,611	2,047,459	625,218	625,218	700,336	2,411,732	2,411,732	180,900	
1884	16,368,890	7,177,628	30,001,435	15,199,849	7,034,611	2,047,459	7,034,611	2,047,459	625,218	625,218	700,336	2,411,732	2,411,732	180,900	
1885	10,560,877	3,332,409	28,114,723	14,723,416	7,383,329	2,062,360	7,383,329	2,062,360	725,795	725,795	686,640	2,062,360	2,062,360	310,340	
1886	12,368,894	3,332,409	28,114,723	14,723,416	7,383,329	2,062,360	7,383,329	2,062,360	725,795	725,795	686,640	2,062,360	2,062,360	310,340	
1887	14,610,313	6,332,298	30,376,363	13,871,074	7,433,315	2,760,729	7,433,315	2,760,729	335,735	335,735	175,303	2,833,192	2,833,192	321,877	
1888	13,010,103	4,413,346	30,376,363	13,871,074	7,433,315	2,760,729	7,433,315	2,760,729	335,735	335,735	175,303	2,833,192	2,833,192	321,877	
1889	13,510,291	5,351,141	34,384,781	15,804,759	10,535,760	5,414,764	10,535,760	5,414,764	619,944	619,944	845,073	3,070,807	3,070,807	324,853	
1890	11,784,774	3,686,015	45,006,681	30,845,187	11,347,340	6,805,877	30,845,187	6,805,877	501,164	501,164	467,869	3,070,807	3,070,807	324,853	
1891	20,523,163	14,977,215	21,530,940	20,861,038	13,433,166	7,191,868	20,861,038	7,191,868	1,149,490	1,149,490	1,069,408	3,070,807	3,070,807	324,853	
1892	27,453,865	17,338,434	33,030,060	23,606,756	10,604,310	4,972,958	23,606,756	4,972,958	1,183,153	1,183,153	1,052,374	3,070,807	3,070,807	324,853	
1893	14,693,969	7,336,654	33,030,060	23,606,756	10,604,310	4,972,958	23,606,756	4,972,958	1,183,153	1,183,153	1,052,374	3,070,807	3,070,807	324,853	
1894	10,093,282	5,140,173	33,030,060	23,606,756	10,604,310	4,972,958	23,606,756	4,972,958	1,183,153	1,183,153	1,052,374	3,070,807	3,070,807	324,853	
1895	11,275,858	7,578,613	33,030,060	23,606,756	10,604,310	4,972,958	23,606,756	4,972,958	1,183,153	1,183,153	1,052,374	3,070,807	3,070,807	324,853	
1896	12,651,245	6,650,578	33,030,060	23,606,756	10,604,310	4,972,958	23,606,756	4,972,958	1,183,153	1,183,153	1,052,374	3,070,807	3,070,807	324,853	
1897	12,651,245	7,460,084	31,077,440	26,817,631	13,147,235	5,860,680	26,817,631	5,860,680	712,428	712,428	589,491	1,861,611	1,861,611	106,624	
1898	14,240,252	7,460,084	31,077,440	26,817,631	13,147,235	5,860,680	26,817,631	5,860,680	712,428	712,428	589,491	1,861,611	1,861,611	106,624	
1899	10,428,163	4,908,427	26,344,476	20,241,923	12,606,863	6,184,856	20,241,923	6,184,856	454,790	454,790	491,643	2,001,911	2,001,911	52,983	
1900	12,478,866	26,613,410	22,662,765	16,267,926	7,588,768	476,865	16,267,926	7,588,768	476,865	476,865	481,778	2,001,911	2,001,911	52,983	
1901	17,019,669	30,864,060	17,718,566	16,798,190	10,511,306	693,810	16,798,190	10,511,306	693,810	693,810	490,517	1,989,963	1,989,963	92,401	

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

YEAR.	Wheat, bu.			Corn, bu.			Oats, bu.			Rye, bu.			Barley, bu.		
	Receipts.	Shipm'ts.		Receipts.	Shipm'ts.		Receipts.	Shipm'ts.		Receipts.	Shipm'ts.		Receipts.	Shipm'ts.	
1882	536,563	906,316	172,563	43,570	101,373	1893	7,545,000	1,068,654	175,406	43,619	187,321				
1883	1,068,564	1,177,336	176,063	125,258	76,071	1894	6,573,313	860,068	51,017	3,968	64,367				
1884	2,694,250	816,745	27,567	27,567	76,071	1895	7,545,975	1,765,973	750,366	4,468	84,418				
1885	2,676,049	1,277,809	187,668	20,163	79,727	1896	2,387,144	44,879	629,002	12,972	11,188				
1886	689,850	51,446	110,360	8,596	107,886	1897	3,969,438	2,101,228	521,689	77,899	18,522				
1887	1,063,840	1,063,840	8,596	8,596	107,886	1898	4,180,181	491,799	98,719	3,155	8,155				
1888	5,808,163	1,367,275	106,305	112,609	1899	1,766,476	837,159	170,814	6,818	14,918					
1889	5,808,071	1,998,410	645,733	354,941	1899	2,985,476	506,046	93,728	10,696	60,728					
1890	778,868	778,868	876,310	4,125	165,433	1900	5,972,866	646,169	19,341	11,686	76,140				
1891	3,183,584	509,899	87,641	16,131	106,514	1901	3,660,244	1,010,045	88,971	114,833	3,529				

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1900.	1901.	Months.	1900.	1901.
January	812,687	1,868,728	January	687,190	1,409,790
February	826,990	892,445	February	462,120	1,455,080
March	448,011	1,856,670	March	607,710	2,498,880
April	889,298	643,427	April	584,171	1,155,740
May	469,788	865,260	May	852,260	1,865,815
June	607,529	841,842	June	414,720	669,445
July	4,136,881	5,591,149	July	1,884,140	2,266,608
August	4,780,084	3,838,249	August	2,262,050	2,026,284
September	3,105,082	2,086,094	September	1,634,750	1,761,187
October	2,178,715	1,111,198	October	1,617,965	969,268
November	1,110,242	1,067,547	November	1,284,840	658,288
December	1,408,124	763,371	December	1,181,450	771,928
By Wagon	585,300	450,480			
Total bushels...	19,786,614	20,860,805	Total bushels...	12,478,866	17,012,668

SOURCES OF SUPPLY FOR THREE YEARS.

From	1901.	1900.	1899.
The West by rail and Missouri River	11,614,246	10,468,947	4,447,978
The South by rail from west of Mississippi river	1,605,278	8,078,608	942,988
The South by Mississippi river boats	1,286,128	1,286,116	777,616
The South by rail from east of Mississippi river	580,621	1,626,970	1,007,945
The East by rail and by Illinois river	1,167,728	801,481	971,545
The North and Northwest by rail and river	4,194,184	1,943,097	1,872,554
Wagons from near the city	450,480	668,800	407,672
Total Receipts, bushels	20,860,805	19,786,614	10,498,168

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1901.	1900.	1899.
Europe direct via Atlantic seaboard	6,294,729	870,680	772,100
Europe direct via New Orleans	1,828,244	169,241	284,730
East by rail (not exported)	4,498,602	8,016,972	8,708,886
South by rail (not exported)	4,142,280	8,199,007	
To local points by rail and river	248,808	217,466	108,231
Total shipments, bushels.	17,012,668	12,478,866	4,908,427

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January	2,829,295	1,510,850	January	2,574,592	1,273,277
February	2,558,815	2,351,120	February	2,102,967	1,322,234
March	2,841,175	2,046,325	March	2,321,663	2,153,541
April	1,007,515	8,864,365	April	1,080,087	3,793,903
May	2,284,500	1,024,090	May	1,709,301	2,277,788
June	1,216,645	2,296,560	June	1,461,675	1,836,259
July	1,088,630	1,639,815	July	742,214	1,823,789
August	1,221,465	1,429,750	August	1,260,990	1,693,103
September	986,000	1,153,915	September	747,112	1,211,815
October	1,028,000	1,066,875	October	891,135	1,374,888
November	1,499,355	1,691,645	November	1,309,995	1,657,091
December	2,331,665	3,177,910	December	1,516,975	2,160,127
By Wagons	500,000	500,000			
Total bushels ...	20,834,060	25,618,410	Total bushels...	17,718,656	20,241,923

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1899.	1900.	1900.
The West by rail and Missouri River	9,092,570	8,641,960	4,012,035
The South by rail from west of Mississippi river	840,905	641,565	404,175
The South by Mississippi river boats	29,290	20,575	7,585
The South by rail from east of Mississippi river	78,550	236,800	917,640
The East by rail and by Illinois river	1,000,055	1,777,810	6,425,570
The North and Northwest by rail and river	12,508,105	18,794,710	8,567,055
Wagons from near the city	400,000	500,000	500,000
Total Receipts, bushels	23,844,475	25,618,410	20,834,060

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1899.	1899.	1900.
Europe, direct via Atlantic Seaboard	11,622,592	10,536,998	5,671,010
Europe, direct via River to New Orleans	8,006,488	1,743,517	8,087,557
South and East by rail (not for export)	12,985,508	7,662,580	13,770,478
Southern points by river	211,199	52,818	48,069
Local points	48,804	51,010	55,596
Total Shipments, bushels	27,869,091	20,241,923	22,582,765

DIRECTION OF SHIPMENTS, 1901.

Exported via Gulf and Atlantic ports	1,627,038
Exported via New Orleans	585,705
South by rail for consumption	18,089,451
East by rail for consumption	1,238,010
South by river for consumption	56,964
West by rail for consumption	1,031,078
To local points	48,860
Total shipments, bushels	17,718,656

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1900.	1901.	Months.	1900.	1901.
January	1,469,180	1,217,055	January	787,225	1,182,510
February	977,900	1,274,985	February	529,780	870,195
March	945,875	1,174,220	March	691,845	894,600
April	1,135,415	989,680	April	752,790	454,080
May	1,099,305	1,486,840	May	776,802	936,335
June	821,490	986,010	June	689,415	804,880
July	918,790	1,218,945	July	876,765	707,240
August	1,414,590	1,888,915	August	957,965	1,542,065
September	881,945	1,806,135	September	618,265	772,870
October	1,491,675	1,840,015	October	687,877	779,080
November	786,890	1,018,800	November	527,089	728,020
December	894,250	1,461,600	December	445,895	894,990
By Wagon	400,000	400,000			
Total bushels ...	13,267,925	15,728,130	Total bushels ...	7,588,708	10,511,305

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1899.	1900.	1901.
The West, by rail	2,062,620	2,294,590	1,415,455
The South, by rail from West of Mississippi River	57,890	49,665	48,005
The South, by Mississippi River Boats	195	505	520
The South, by rail from East of Mississippi River	876,830	962,395	997,845
The East, by rail and Illinois River	1,629,860	2,577,088	6,881,510
The North and Northwest, by rail and river	7,680,440	6,978,085	6,585,295
Wagons near the city	300,000	400,000	400,000
Total Receipts, bushels	12,606,885	13,257,925	15,728,130

DIRECTION OF SHIPMENTS.

TO	1899.	1900.	1901.
The West	92,136	170,477	695,830
The South, by rail	5,821,029	6,588,462	9,221,185
The South, by river	629,653	696,864	503,075
The East, by rail	189,172	188,905	88,620
Local points	2,595	4,995	8,145
Total Shipments, bushels	6,184,585	7,588,708	10,511,305

In 1897, 416,850 bushels were exported via Atlantic ports and 681,429 bushels via New Orleans.

In 1898, 4,524 bushels were exported via Atlantic seaports and 861,717 bushels via New Orleans.

In 1899, 42,949 bushels were exported via Atlantic ports and 110,699 bushels via New Orleans.

In 1900, 244,607 bushels were exported via Atlantic ports and 667,804 bushels via New Orleans.

R Y E.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January	47,250	48,750	January	50,770	41,450
February	78,750	83,000	February	78,080	88,840
March	80,054	87,500	March	65,190	89,840
April	21,880	85,250	April	17,600	84,850
May	62,687	83,279	May	56,640	47,460
June	24,070	8,250	June	22,968	24,970
July	78,656	85,214	July	20,746	15,810
August	187,888	85,189	August	112,846	27,149
September	51,768	22,479	September	21,518	14,070
October	85,565	100,578	October	8,274	65,268
November	81,500	20,576	November	16,380	25,510
December	42,800	65,290	December	25,075	57,570
Total bushels...	686,810	475,355	Total bushels...	490,517	481,778

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1901.	1900.	1899.
The West by rail	88,222	130,750	106,452
The South by rail from west of Mississippi river	750	12,850	15,730
The South by Mississippi river boats	590	153	236
The South by rail from east of Mississippi river	12,000	2,250	1,400
The East by rail and Illinois river	223,297	85,942	7,058
The North by rail and river	861,961	808,410	821,927
Total Receipts, bushels	686,810	475,955	454,790

BARLEY.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1900.	Months.	1901.	1900.
January.....	169,500	299,250	January.....	19,750	18,800
February.....	126,750	168,000	February.....	12,440	5,100
March.....	148,250	90,000	March.....	4,470	2,780
April.....	88,250	67,500	April.....	24,860	7,400
May.....	89,000	27,000	May.....	9,210	17,450
June.....	9,000	3,750	June.....	8,000	7,740
July.....	2,250	8,000	July.....	.....	8,550
August.....	18,640	6,000	August.....	988	1,790
September.....	229,500	144,750	September.....	1,835	8,410
October.....	544,500	702,000	October.....	1,945	2,180
November.....	377,608	285,000	November.....	9,087	4,820
December.....	201,750	215,250	December.....	5,686	46,980
Total bushels...	1,989,998	2,011,500	Total bushels....	92,201	121,480

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1901.	1900.	1899.
The West by rail.....	19,858	18,750	28,500
The South by rail from West of Mississippi River.....	.....	.....	6,939
The South by Mississippi River Boats.....	140	.....	85
The East by rail and Illinois River.....	1,272,750	998,750	288,750
The North by rail and river.....	647,250	998,000	1,085,250
Total Receipts, bushels.....	1,989,998	2,011,500	1,409,474

No Canada Barley received in 1896.

18,000 bushels Canada Barley received in 1897.

No Canada Barley received in 1898.

20,069 bushels Canada Barley received in 1899.

47,517 bushels Canada Barley received in 1900.

5,000 bushels Canada Barley received in 1901.

**DAILY RANGE DURING FEBRUARY, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

THE CITY OF ST. LOUIS.

149

1901	No. 2 RED WHEAT.				No. 2 CORN.				No. 2 OATS.	
	CASH.	FEB.	MAY.	JULY.	CASH.	FEB.	MAY.	JULY.	FEB.	MAY.
1.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
4.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
6.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
7.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
8.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
9.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
10.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
11.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
12.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
13.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
14.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
15.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
16.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
17.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
18.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
19.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
20.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
21.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
22.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
23.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
24.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
25.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
26.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
27.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4
28.....	76 1/4	76 1/4	76 1/4	76 1/4	87 1/4	87 1/4	87 1/4	87 1/4	26 1/4	26 1/4

**DAILY RANGE DURING MARCH, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

1901	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.		
	CASH.	MARCH.	MAY.	JULY.		CASH.	MARCH.	MAY.	JULY.		MARCH.	MAY.	JULY.
1.....	74 @	72½	73½	74½ @	72½	80 @	89½	89½	89½ @	89	26¼	ask	26¼
2.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
3.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
4.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
5.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
6.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
7.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
8.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
9.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
10.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
11.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
12.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
13.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
14.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
15.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
16.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
17.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
18.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
19.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
20.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
21.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
22.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
23.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
24.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
25.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
26.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
27.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
28.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
29.....	74½	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼
30.....	74	72½	73½	74½	72½	80	89½	89½	89½	89	26¼	ask	26¼

DAILY RANGE DURING APRIL, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

151

1901.	No. 2 RED WHEAT.				No. 2 CORN.				No. 3 OATS.	
	CASH.	APRIL.	MAY.	JULY.	CASH.	APRIL.	MAY.	JULY.	MAY.	JULY.
1.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
2.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
3.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
4.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
5.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
6.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
7.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
8.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
9.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
10.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
11.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
12.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
13.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
14.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
15.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
16.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
17.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
18.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
19.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
20.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
21.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
22.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
23.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
24.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
25.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
26.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
27.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
28.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
29.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2
30.....	74	72 1/2	73 1/2	71 1/2	73 1/2	71 1/2	71 1/2	71 1/2	26 1/2	26 1/2

DAILY RANGE DURING MAY, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1901.	No. 2 RED WHEAT.					No. 2 CORN.				No. 2 OATS.		
	CASH.	MAY.	JULY.	AUGUST.	SEPT.	CASH.	MAY.	JULY.	SEPT.	MAY.	JULY.	SEPT.
1.....	75 @75½	74½@74½	71½@72½	70½	70½@71½ n	45	44½@44½	44½@44½	44½	20½	26½@26½	26½
2.....	74½	74½	71½	70½	71½ n	45½	44½	44½	44½	20½	26½	26½
3.....	75	75 n	71½	70½	71½ n	45½	44½	44½	44½	20½	26½	26½
4.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
5.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
6.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
7.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
8.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
9.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
10.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
11.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
12.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
13.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
14.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
15.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
16.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
17.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
18.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
19.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
20.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
21.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
22.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
23.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
24.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
25.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
26.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
27.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
28.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
29.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
30.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½
31.....	74½	74½	70½	70½	70½	45½	44½	44½	44½	20½	26½	26½

DAILY RANGE DURING JUNE, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

153

1901.	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.				
	CASH.	JUNE.	JULY.	AUG.	SEPT.	CASH.	JUNE.	JULY.	SEPT.		JUNE.	JULY.	SEPT.		
1.....	75 @		70 1/2 @		70 1/2 @	42 1/2 @	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
3.....	74		71 1/2		70 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
4.....	75 1/2		72 1/2		69 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
5.....	74 1/2		70 1/2		68 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
6.....	74 1/2		70 1/2		68 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
7.....	73 1/2		69 1/2		67 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
8.....	73 1/2		69 1/2		67 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
10.....	73 1/2		69 1/2		67 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
11.....	73 1/2		69 1/2		67 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
12.....	71 1/2		67 1/2		65 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
13.....	72 1/2		67 1/2		65 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
14.....	72 1/2		67 1/2		65 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
15.....	71 1/2		66 1/2		64 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
17.....	70 1/2		66 1/2		64 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
18.....	70 1/2		66 1/2		64 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
19.....	70 1/2		65 1/2		63 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
20.....	68 1/2		65 1/2		63 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
21.....	67 1/2		64 1/2		62 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
22.....	65 1/2		63 1/2		61 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
24.....	63 1/2		62 1/2		60 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
26.....	64 1/2		63 1/2		61 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
27.....	64 1/2		63 1/2		61 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
28.....	64 1/2		63 1/2		61 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		
29.....	63 1/2		62 1/2		60 1/2	42 1/2	42 1/2	nom 42 1/2	43 1/2	bid	.....	28 1/2	bid 26 1/2 @ 28 1/2		

DAILY RANGE DURING JULY, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE

FUTURES ON WHEAT, CORN AND OATS.

1901	No. 2 RED WHEAT.					No. 2 CORN.			No. 2 OATS.		
	CASH.	JULY.	AUG.	SEPT.	DEC.	CASH.	JULY.	SEPT.	JULY.	SEPT.	SEPT.
1.....	63	@	63	63	63	48 1/2	@	45	27 1/2	27 1/2	27 1/2
2.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	48 1/2	48 1/2	45	27 1/2	27 1/2	27 1/2
3.....	63	63	63	63	63	44	44	45	28	28	28
4.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	45	45	45	28 1/2	28 1/2	28 1/2
5.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	46	46	46	29	29	29
6.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	46 1/2	46 1/2	46 1/2	29 1/2	29 1/2	29 1/2
7.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	47	47	47	30	30	30
8.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	47 1/2	47 1/2	47 1/2	30 1/2	30 1/2	30 1/2
9.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	48	48	48	31	31	31
10.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	48 1/2	48 1/2	48 1/2	31 1/2	31 1/2	31 1/2
11.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	49	49	49	32	32	32
12.....	62	62	62	62	62	50	50	50	33	33	33
13.....	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	51	51	51	34	34	34
14.....	63	63	63	63	63	51 1/2	51 1/2	51 1/2	35	35	35
15.....	64	64	64	64	64	52 1/2	52 1/2	52 1/2	36	36	36
16.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	53	53	53	37	37	37
17.....	65	65	65	65	65	53 1/2	53 1/2	53 1/2	38	38	38
18.....	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	54	54	54	39	39	39
19.....	66	66	66	66	66	54 1/2	54 1/2	54 1/2	40	40	40
20.....	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	55	55	55	41	41	41
21.....	67	67	67	67	67	55 1/2	55 1/2	55 1/2	42	42	42
22.....	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	56	56	56	43	43	43
23.....	68	68	68	68	68	56 1/2	56 1/2	56 1/2	44	44	44
24.....	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	57	57	57	45	45	45
25.....	69	69	69	69	69	57 1/2	57 1/2	57 1/2	46	46	46
26.....	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	58	58	58	47	47	47
27.....	70	70	70	70	70	58 1/2	58 1/2	58 1/2	48	48	48
28.....	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	59	59	59	49	49	49
29.....	71	71	71	71	71	59 1/2	59 1/2	59 1/2	50	50	50
30.....	71 1/2	71 1/2	71 1/2	71 1/2	71 1/2	60	60	60	51	51	51
31.....	72	72	72	72	72	60 1/2	60 1/2	60 1/2	52	52	52

TRADE AND COMMERCE OF

DAILY RANGE DURING AUGUST, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.

1901.	No. 2 RED WHEAT.					No. 2 CORN.					No. 3 OATS.				
	CASH.	AUG.	SEPT.	OCT.	DEC.	CASH.	AUG.	SEPT.	OCT.	DEC.	SEPT.	MAY.			
1.....	68½ @	68½	65½ @	67½	69	57½ @	58	54½ @	59½	57½ @	55½ @	58½ @			
2.....	67½	67½	66½	67½	70	59	59½	59½	58½	58½	57½	58½			
3.....	67½	68½	68½	68½	70½	59½	60	59½	58½	58½	56½	59½			
4.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
5.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
6.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
7.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
8.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
9.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
10.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
11.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
12.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
13.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
14.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
15.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
16.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
17.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
18.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
19.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
20.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
21.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
22.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
23.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
24.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
25.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
26.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
27.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
28.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
29.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			
30.....	68½	68½	68½	68½	71½	59½	59½	57½	58½	58½	56½	59½			

THE CITY OF ST. LOUIS.

DAILY RANGE DURING OCTOBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1901	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.		
	CASH.	OCT.	NOV.	DEC.	MAY.	CASH.	OCT.	NOV.	DEC.	MAY.	DEC.	MAY.	
1...	70 1/2 @ 72	...	...	70 1/2 @ 71 1/2	74 @ 74 1/2	57 @ 58 1/2	...	...	57 @ 58 1/2	59 1/2 @ 59 1/2	bid 88 1/2 @ 89	...
2...	70 1/2	71 1/2	...	70 1/2	73 1/2	57 1/2	...	...	57 1/2	59 1/2	nom 88 1/2	...
3...	70 1/2	71 1/2	...	70 1/2	73 1/2	57 1/2	...	...	57 1/2	59 1/2	nom 88 1/2	...
4...	70 1/2	71 1/2	...	70 1/2	73 1/2	57 1/2	...	...	57 1/2	59 1/2	bid 88 1/2	...
5...	71 1/2	72 1/2	...	70 1/2	73 1/2	58	...	...	57 1/2	59 1/2	nom 88 1/2	...
6...	71 1/2	72 1/2	...	70 1/2	73 1/2	58	...	...	57 1/2	59 1/2	bid 89	...
7...	71 1/2	72 1/2	...	70 1/2	73 1/2	58	...	...	57 1/2	59 1/2	nom 89	...
8...	71 1/2	72 1/2	...	70 1/2	73 1/2	58	...	...	57 1/2	59 1/2	bid 89	...
9...	71 1/2	72 1/2	...	70 1/2	73 1/2	58	...	...	57 1/2	59 1/2	nom 89	...
10...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
11...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	bid 89	...
12...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
13...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
14...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
15...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
16...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
17...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
18...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	bid 89	...
19...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89	...
20...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	ask 89 1/2	...
21...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89 1/2	...
22...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	bid 89 1/2	...
23...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89 1/2	...
24...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	bid 89 1/2	...
25...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89 1/2	...
26...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	bid 89 1/2	...
27...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89 1/2	...
28...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	bid 89 1/2	...
29...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89 1/2	...
30...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	bid 89 1/2	...
31...	72 1/2	73 1/2	...	71 1/2	74 1/2	59	...	...	57 1/2	59 1/2	nom 89 1/2	...

THE CITY OF ST. LOUIS.

**DAILY RANGE DURING SEPTEMBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

1901	No. 2 RED WHEAT.					No. 2 CORN.			No. 2 OATS.		
	CASH.	SEPT.	OCT.	DEC.	MAY.	CASH.	SEPT.	OCT.	SEPT.	DEC.	MAY.
8...	70½ @	71½ @ 69¼ @ 69¼	.....	71½ @ 72	75½	66¼ @ 55½	.....	.....	85 @ 85½	86½	bid 88½
4...	70½	71½ 69½	.....	72½ 75½	75½	55½	.....	.....	85½	nom 88½ @ 89½	bid 88½
5...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	86½	nom 88½ @ 89½	nom 88½
6...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
7...	70½	71½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
8...	70½	71½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
9...	70½	71½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
10...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
11...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
12...	70½	71½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
13...	70½	71½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
14...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
15...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
16...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
17...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
18...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
19...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
20...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
21...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
22...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
23...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
24...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
25...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
26...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
27...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
28...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
29...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½
30...	71½	72½ 69½	.....	72½ 75½	75½	55½	.....	.....	87½	ask 89½	ask 89½

**DAILY RANGE DURING OCTOBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

1901	No. 2 RED WHEAT.					No. 2 CORN.					No. 2 OATS.		
	CASH.	OCT.	NOV.	DEC.	MAY.	CASH.	OCT.	NOV.	DEC.	MAY.	DEC.	MAY.	
1...	70½ @ 72	.....	.....	70½ @ 71½	71½ @ 71½	57 @ 58½	.....	.....	57 @ 57½	59½ @ 59½	bid 38½ @ 39	38½
2...	70½ @ 71½	.....	.....	70½ @ 70½	70½ @ 70½	57½ @ 58	.....	.....	56½ @ 56½	59½ @ 59½	nom 38½	38½
3...	70½ @ 71½	.....	.....	70½ @ 70½	70½ @ 70½	57½ @ 58	.....	.....	56½ @ 56½	59½ @ 59½	nom 38½	38½
4...	70½ @ 71½	.....	.....	70½ @ 70½	70½ @ 70½	58½ @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
5...	71½ @ 72½	.....	.....	71½ @ 71½	71½ @ 71½	57½ @ 58	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
6...	71½ @ 72½	.....	.....	71½ @ 71½	71½ @ 71½	58½ @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
7...	71½ @ 72½	.....	.....	71½ @ 71½	71½ @ 71½	58½ @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
8...	71½ @ 72½	.....	.....	71½ @ 71½	71½ @ 71½	58½ @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
9...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
10...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
11...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
12...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
13...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
14...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
15...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
16...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
17...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
18...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
19...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
20...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
21...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
22...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
23...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
24...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
25...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
26...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
27...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
28...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
29...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½
30...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	bid 38½	38½
31...	72½ @ 73½	.....	.....	72½ @ 72½	72½ @ 72½	59 @ 59	.....	.....	57½ @ 57½	59½ @ 59½	nom 38½	38½

**DAILY RANGE DURING NOVEMBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

1901.	No. 2 RED WHEAT.				No. 2 CORN.				No. 2 OATS.			
	CASH.	NOV.	DEC.	JAN.	MAY.	CASH.	NOV.	DEC.	MAY.	NOV.	DEC.	MAY.
1.....	73 1/2 @	73 1/2	71 1/2 @	73 1/2	76 1/2 @	81 1/2 @ 81 1/2	.....	59 1/2 @	60 1/2 @ 61 1/2	.....	88 1/2	40 1/2 @ 40 1/2
2.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
3.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
4.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
5.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
6.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
7.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
8.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
9.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
10.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
11.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
12.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
13.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
14.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
15.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
16.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
17.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
18.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
19.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
20.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
21.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
22.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
23.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
24.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
25.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
26.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
27.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
28.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
29.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2
30.....	73 1/2	73 1/2	71 1/2	73 1/2	76 1/2	81 1/2	.....	59 1/2	60 1/2	.....	88 1/2	40 1/2

**DAILY RANGE DURING DECEMBER, 1901, ON CASH NO. 2 WHEAT AND NO. 2 CORN, AND PRICES ON ACTIVE
FUTURES ON WHEAT, CORN AND OATS.**

THE CITY OF ST. LOUIS.

159

1901	No. 2 RED WHEAT.				No. 2 CORN.				No. 2 OATS.			
	CASH.		DEC.	JAN.	MAY.	CASH.		DEC.	JAN.	MAY.	DEC.	
2	81	81 1/2	77 1/2 @ 79 1/2 b	.....	79	80 1/2	85 1/2 @	84 1/2 @ 84 1/2	.....	86 1/2 @	45 1/2	45 1/2 @
3	81 1/2	82 1/2	80 1/2	.....	80 1/2	81 1/2	86 1/2	84 1/2	.....	87 1/2	46 1/2	46 1/2
4	82 1/2	83 1/2	81 1/2	.....	81 1/2	82 1/2	87 1/2	85 1/2	.....	88 1/2	47 1/2	47 1/2
5	83 1/2	84 1/2	82 1/2	.....	82 1/2	83 1/2	88 1/2	86 1/2	.....	89 1/2	48 1/2	48 1/2
6	84 1/2	85 1/2	83 1/2	.....	83 1/2	84 1/2	89 1/2	87 1/2	.....	90 1/2	49 1/2	49 1/2
7	85 1/2	86 1/2	84 1/2	.....	84 1/2	85 1/2	90 1/2	88 1/2	.....	91 1/2	50 1/2	50 1/2
8	86 1/2	87 1/2	85 1/2	.....	85 1/2	86 1/2	91 1/2	89 1/2	.....	92 1/2	51 1/2	51 1/2
9	87 1/2	88 1/2	86 1/2	.....	86 1/2	87 1/2	92 1/2	90 1/2	.....	93 1/2	52 1/2	52 1/2
10	88 1/2	89 1/2	87 1/2	.....	87 1/2	88 1/2	93 1/2	91 1/2	.....	94 1/2	53 1/2	53 1/2
11	89 1/2	90 1/2	88 1/2	.....	88 1/2	89 1/2	94 1/2	92 1/2	.....	95 1/2	54 1/2	54 1/2
12	90 1/2	91 1/2	89 1/2	.....	89 1/2	90 1/2	95 1/2	93 1/2	.....	96 1/2	55 1/2	55 1/2
13	91 1/2	92 1/2	90 1/2	.....	90 1/2	91 1/2	96 1/2	94 1/2	.....	97 1/2	56 1/2	56 1/2
14	92 1/2	93 1/2	91 1/2	.....	91 1/2	92 1/2	97 1/2	95 1/2	.....	98 1/2	57 1/2	57 1/2
15	93 1/2	94 1/2	92 1/2	.....	92 1/2	93 1/2	98 1/2	96 1/2	.....	99 1/2	58 1/2	58 1/2
16	94 1/2	95 1/2	93 1/2	.....	93 1/2	94 1/2	99 1/2	97 1/2	.....	100 1/2	59 1/2	59 1/2
17	95 1/2	96 1/2	94 1/2	.....	94 1/2	95 1/2	100 1/2	98 1/2	.....	101 1/2	60 1/2	60 1/2
18	96 1/2	97 1/2	95 1/2	.....	95 1/2	96 1/2	101 1/2	99 1/2	.....	102 1/2	61 1/2	61 1/2
19	97 1/2	98 1/2	96 1/2	.....	96 1/2	97 1/2	102 1/2	100 1/2	.....	103 1/2	62 1/2	62 1/2
20	98 1/2	99 1/2	97 1/2	.....	97 1/2	98 1/2	103 1/2	101 1/2	.....	104 1/2	63 1/2	63 1/2
21	99 1/2	100 1/2	98 1/2	.....	98 1/2	99 1/2	104 1/2	102 1/2	.....	105 1/2	64 1/2	64 1/2
22	100 1/2	101 1/2	99 1/2	.....	99 1/2	100 1/2	105 1/2	103 1/2	.....	106 1/2	65 1/2	65 1/2
23	101 1/2	102 1/2	100 1/2	.....	100 1/2	101 1/2	106 1/2	104 1/2	.....	107 1/2	66 1/2	66 1/2
24	102 1/2	103 1/2	101 1/2	.....	101 1/2	102 1/2	107 1/2	105 1/2	.....	108 1/2	67 1/2	67 1/2
25	103 1/2	104 1/2	102 1/2	.....	102 1/2	103 1/2	108 1/2	106 1/2	.....	109 1/2	68 1/2	68 1/2
26	104 1/2	105 1/2	103 1/2	.....	103 1/2	104 1/2	109 1/2	107 1/2	.....	110 1/2	69 1/2	69 1/2
27	105 1/2	106 1/2	104 1/2	.....	104 1/2	105 1/2	110 1/2	108 1/2	.....	111 1/2	70 1/2	70 1/2

**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1888.....	984,021	13,418,972	17,845,087	456,829,000	3.91
1889.....	921,366	12,960,909	17,108,956	414,865,000	4.13
1890.....	1,840,817	15,205,134	21,236,550	490,580,000	4.33
1891.....	1,327,646	13,312,360	17,836,217	399,263,000	4.47
1892.....	1,431,090	26,998,228	23,442,188	611,780,000	5.46
1893.....	1,397,406	26,013,688	22,801,974	515,949,000	6.26
1894.....	1,143,435	12,663,604	17,806,061	396,121,725	4.50
1895.....	1,119,398	10,126,318	16,163,587	460,267,416	3.30
1896.....	1,119,681	12,386,756	17,435,319	467,102,947	3.73
1897.....	1,378,771	11,814,494	18,019,963	427,694,346	4.21
1898.....	1,361,865	12,719,825	18,845,967	530,149,168	3.56
1899.....	1,340,898	14,822,491	20,356,509	675,148,706	3.02
1900.....	1,943,175	10,211,628	16,955,915	547,303,846	3.46
1891.....	2,029,625	23,211,245	32,314,555	522,229,605	6.03

**DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED STATES
FOR THE CALENDAR YEAR 1901,**

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington, D. C.

Customs Districts.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Wheat, bush.	Wheat Flour, bbls.
Baltimore...	25	24,711,790	29,011	3,652,810	19,329,052	521,554	19,962,737	3,324,953
Boston and Charleston	588	10,331,712	42,609	3,509,245	9,558,012	115,217	17,910,887	1,496,163
Newport News...		3,572,573	210,946	2,824,596	1,837,728		4,785,596	2,737,339
New York....	233,907	23,831,380	317,920	8,457,228	23,085,664	1,050,006	27,140,388	4,032,711
Norfolk and Portsmouth		2,214,684	14,628		748		660,590	478,529
Philadelphia		15,793,304	45,716	2,824,449	18,454,293	44,364	11,230,755	2,237,527
Galveston....							15,714,465	143,673
Mobile.....	4	1,192,079	329	185,486		560		290,909
New Orleans.		12,832,139	1,481	2,510,251	1,064		24,410,979	688,222
Puget Sound.	109,821	15,544	435	404,733		1,518	11,484,689	1,185,470
San Francisco...	7,271,332	20,475	803	31,083		255,836	15,328,781	1,091,790
Williamette...	780,748			218,776		7,374	18,995,586	643,326
Chicago.....		3,037,281		556,605		209,519	4,347,465	18,675
Duluth.....		183,800					2,065,572	78,353
Superior....		1,363,744	126	86,704		264,503	4,864,832	259,564
Other Districts	197,630	3,268,684	16,836	657,364	2,121,943	147,379	4,698,126	569,626
Total 1901..	8,594,110	102,359,089	680,340	25,929,048	74,888,316	2,617,570	179,201,418	19,352,330
Total 1900..	12,319,162	190,386,489	860,778	32,160,642	82,059,548	1,996,682	99,079,153	15,632,509

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL. TWO MONTHS. BUSH.
1901.....	8,883,249	5,591,140	9,424,389
1900.....	4,780,084	4,180,881	8,960,965
1899.....	2,107,170	1,639,118	4,086,288
1898.....	1,594,952	1,110,280	2,705,182
1897.....	2,689,971	1,261,528	8,901,499
1896.....	3,038,790	2,265,192	5,858,982
1895.....	2,858,692	1,902,850	4,256,042
1894.....	2,331,038	2,848,303	5,679,341
1893.....	2,486,338	2,207,104	4,698,383
1892.....	6,610,977	2,376,434	9,887,401
1891.....	5,194,505	3,627,936	8,833,437
1890.....	2,139,492	2,478,380	4,645,859
1889.....	2,080,898	2,330,065	5,410,957
1888.....	4,021,193	2,111,395	6,132,587
1887.....	3,094,637	4,419,464	7,514,091
1886.....	2,732,037	4,476,270	7,199,307
1885.....	2,467,175	964,858	3,152,083
1884.....	3,463,522	1,676,134	5,439,656
1883.....	3,390,267	1,399,443	4,869,710
1882.....	3,787,080	4,022,118	7,769,148
1881.....	1,538,189	1,502,436	3,430,612
1880.....	3,872,201	4,076,181	7,448,382

RECEIPTS OF WHEAT BY CROP YEARS.

Year ending June 30, 1890.....	Bushels.	Year ending June 30, 1898.....	Bushels.
" " " 1891.....	15,305,134	" " " 1897.....	12,886,755
" " " 1892.....	13,312,360	" " " 1896.....	11,814,494
" " " 1893.....	26,306,328	" " " 1895.....	12,719,825
" " " 1894.....	26,013,638	" " " 1894.....	14,332,491
" " " 1895.....	13,663,604	" " " 1900.....	10,211,628
" " " 1896.....	10,136,318	" " " 1901.....	28,311,245

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1901:

	No. 2 Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye.
January.....	77 72	57½ 55½	26½ 23½	51½ 49
February.....	78½ 78½	40 57½	27½ 26	58 51
March.....	78½ 74	48 58½	28½ 26	58 51½
April.....	76½ 71	46½ 41	29½ 27	55½ 53
May.....	76 72½	46½ 43	31 29	57 55
June.....	75½ 63½	44 41½	30½ 28½	56½ 42 nom
July.....	70½ 61½	60½ 48½	41½ 29½	64 50
August.....	74 68½	68 55½	39 36½	64 59
September.....	72½ 70½	60 55½	39½ 36½	59½ 56½
October.....	78½ 70½	61 57	39½ 37	57 55
November.....	80 72½	66½ 60½	47 39	66½ 56
December.....	88½ 81	70 65½	50 46½	67½ 65

FIRST NEW WHEAT.—One car received June 17th, from Tulsa, I. T.; two cars received June 20 from Union City, Tenn.; one car, June 27, from Scott Co., Mo.

FIRST NEW HAY.—One car prairie, June 1st, from Indian Territory.

CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1901.

MILLERS.	NAME OF MILL.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner.	Southern.....	2,000	149,233	48,750	.....
Flanagan & Co....	Pearl Hominy....	1,500	.....	.....	.....
H. B. Eggers & Co..	Meramec.....	.....	.....	.....	1,750
Rock Springs Milling Co..	Rock Springs.....	.....	12,000	8,000	1,000
Total 1901.....	.....	.....	161,233	56,750	2,750
Total 1900.....	.....	.....	177,230	41,630	2,390
Total 1899.....	.....	.....	272,643	77,400	2,400
Total 1898.....	.....	.....	297,808	96,416	3,450
Total 1897.....	.....	.....	468,171	107,790	19,300
Total 1896.....	.....	.....	259,655	109,689	.....
Total 1895.....	.....	.....	365,771	196,578	4,924
Total 1894.....	.....	.....	436,766	204,859	2,500
Total 1893.....	.....	.....	389,660	124,578	2,500
Total 1892.....	.....	.....	411,179	122,557	6,049
Total 1891.....	.....	.....	555,747	150,144	6,304
Total 1890.....	.....	.....	600,730	164,559	5,052
Total 1889.....	.....	.....	580,952	131,375	10,106

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1889.....	11,185	508,717	86,806
1890.....	96,375	539,516	106,376
1891.....	45,914	488,563	107,608
1892.....	95,333	378,399	87,420
1893.....	96,366	306,537	56,733
1894.....	125,035	396,053	78,684
1895.....	86,360	236,499	60,306
1896.....	78,495	216,706	54,590
1897.....	147,755	412,401	63,839
1898.....	183,570	381,829	68,474
1899.....	128,195	356,180	118,748
1900.....	250,335	536,379	95,555
1901.....	249,050	343,674	91,614

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1901 AND 1900.

	1900.	1901.		1900.	1901.
January.....	1.70@1.80	2.00@2.05	July.....	2.15@2.20	2.35@2.35
February.....	1.75 1.85	2.05	August.....	2.00 2.25	2.35 8.10
March.....	1.80 2.05	2.05 2.10	September.....	2.00 2.10	2.90
April.....	1.95 2.10	2.10 2.25	October.....	2.00 2.10	2.90
May.....	1.95 2.00	2.25 2.30	November.....	2.00 2.05	2.90 8.10
June.....	1.95 2.20	2.30	December.....	2.00 2.05	8.10 8.25

OAT MEAL, MANUFACTURED.

Stable Cereal Mills, 1901.....	20,102 bbls.
" " " 1892.....	25,000 "
" " " 1893.....	20,000 "
" " " 1894.....	20,000 "
" " " 1895.....	25,722 "
" " " 1896.....	25,000 "
" " " 1897.....	20,000 "
" " " 1898.....	25,000 "
" " " 1899.....	25,000 "
" " " 1900.....	25,000 "
" " " 1901.....	28,000 "

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
 TWENTY-FOUR YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1881	740,083	488	1901	841,665	1,552
1882	848,090	400	1902	1,078,887	808
1883	1,085,842	469	1899	986,685	1,260
1884	676,911	532	1898	579,690	899
1885	806,795	464	1897	661,809	662
1886	537,983	472	1896	1,000,575	446
1887	434,963	267	1895	707,787	340
1888	390,111	490	1894	763,483	893
1889	378,843	638	1893	748,098	1,011
1890	353,152	842	1892	746,846	765
1891	220,663	941	1891	666,521	908
1892	149,432	905	1890	891,539	728
1893	145,010	940	1889	814,474	829
1894	171,145	560	1888	623,650	558
1895	102,548	303	1887	707,858	228
1896	110,763	305	1886	820,395	235
1897	175,093	847	1885	800,881	908
1898	196,700	887	1884	711,571	1,009
1899	233,665	1,033	1883	666,496	1,361
1900	244,814	1,131	1882	560,115	1,364
1901	143,753	644	1881	602,103	1,228
1902	123,374	447	1880	539,443	1,398
1903	118,605	463	1879	499,481	1,185
1904	148,844	336	1878	680,566	1,068

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN AND SHIPSTUFFS
 FOR 1901.

MONTHS.	BRAN, PER 100 LBS.				SHIPSTUFFS, PER 100 LBS.	
	Sacked East Side.		Sacked West Side.			
	Ots.		Ots.		Ots.	
January.....	85	89	85	89	75	77
February.....	89	75	89	74	75	76
March.....	75	78½	75	78	75	82
April.....	70	77½	72	78	78	80
May.....	67½	72½	71	76	77	78
June.....	61½	68	64	78	74	78
July.....	83	85	64	85	75	98
August.....	76	90	80	87	90	1.00
September.....	75	80	78	80½	92	95
October.....	77	88	80	88	92	1.00
November.....	87½	1.05	88	1.05	1.00	1.15
December.....	1.08	1.16	1.05	1.17	1.15	1.25

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST
ST. LOUIS DURING THE YEAR 1901.

1901.	WINTER WHEAT.										SPRING WHEAT.						Total Cars.
CARS BY RAIL.	Red.					Hard Winter.			White Winter.					Mixed.			
	2	3	4	Rejected Wheat.	No Grade.	2	3	4	2	3	2	3	4	2	3		
January	507	891	120	18	48	607	264	10	.....	.....	21	28	80	15	19	3,078
February	415	284	64	10	84	259	141	4	.....	.....	14	33	9	8	17	1,242
March	883	233	91	14	10	626	254	8	.....	1	18	25	11	16	35	1,806
April	293	95	45	4	7	261	81	8	.....	.....	10	6	.....	.....	2	812
May	216	110	69	5	18	396	122	7	.....	.....	5	8	1	1	5	938
June	273	185	76	6	85	264	78	5	1	1	10	41	6	4	8	938	
July	3,018	429	60	7	33	1,214	55	8	5	2	4	71	14	52	2	4,944	
August	776	84	62	8	43	1,067	898	22	1	.....	8	18	8	53	8	3,144
September	810	88	4	12	24	1,048	808	14	.....	2	14	85	.....	15	18	1,827
October	263	12	11	9	9	543	107	9	.....	.....	8	82	.....	9	8	1,014
November	265	19	12	6	5	547	152	2	.....	.....	5	88	4	18	1	1,049
December	107	11	11	2	6	710	181	.....	1	.....	2	26	8	2	7	1,019
Totals	8,809	1,871	625	96	275	8,212	2,061	87	8	6	104	361	81	167	120	20,868	

SACK WHEAT INSPECTED.

	Sacks.
No. 2 Red Wheat.....	690,751
No. 3 "	111,822
No. 4 "	17,965
Rejected Wheat.....	1,008
No Grade.....	1,641
Total Sacks.....	828,187

	Cars.	Sacks.
Inspections—West Side.....	15,741	412,422
" East Side	5,142	410,785

GRAIN INSPECTION.

REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1901.

1901. CARS.	CORN.										OATS.				RYE.			
	White.				Yellow.				Corn.		White.		Oats.		NoGrade		Total Cars	
	2	3	4		2	3	4		2	3	4	2	3	4	2	3	4	Total Cars
January.....	195	859	2	14	54	431	628	27	1	1,711	171	204	74	80	83	7	1	41
February.....	396	853	15	16	37	672	525	24	3	1,981	180	219	86	27	4	44	15	59
March.....	151	255	10	17	18	725	639	38	2	1,855	44	188	156	221	84	32	9	43
April.....	77	96	1	2	25	862	151	8	...	717	88	166	217	119	56	18	8	28
May.....	227	276	8	30	24	548	328	23	8	1,466	67	174	141	305	74	18	8	10
June.....	227	117	2	9	74	446	141	12	15	1,043	33	125	162	134	31	16	6	28
July.....	225	190	20	298	123	299	180	14	14	1,813	174	195	185	185	12	855	123	136
August.....	193	376	5	198	32	413	193	45	1	1,426	226	423	67	314	5	231	245	260
September.....	78	123	7	213	19	394	170	13	...	987	142	291	59	227	5	736	57	67
October.....	188	73	4	158	48	385	66	18	...	940	127	275	95	163	56	15	2	57
November.....	110	275	5	198	288	386	439	64	5	1,770	66	188	56	130	8	1	468	42
December.....	164	240	7	183	336	758	1,737	53	4	3,517	92	337	170	127	6	777	39	52
Total cars.....	2,141	2,733	81	1,336	1,078	5,789	5,148	367	53	18,726	1,085	2,596	1,692	2,851	68	8,854	686	828

SACK CORN INSPECTED.

No. 2 Corn.....	Sacks.
No. 3 ".....	5,726
No. 2 White.....	116
No. 3 ".....	1,516
No. 2 Yellow.....	159
No. 3 ".....	1,109
No. 2 ".....	70
Total Sacks.....	8,198

Inspections—West Side.....	Corn. Sacks.	Oats, Cars.	Rye, Cars.
".....	8,855	8,859	889
East Side.....	9,871	4,983	434

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST CLOSE OF EACH

Saturday Evening.	No. 2 Red.	No. 3 Red.	No. 4 Red.	Rejected Red Winter.	Rejected White Winter.	No Grade Winter.	No. 2 Hard Winter.	No. 3 Hard Winter.	No. 4 Hard Winter.	Rejected Hard Winter.	No Grade Hard Winter.	No. 2 Spring.	No. 3 Spring.
Jan.	5	2,079,689	1,807,730	834,226	45,983	122,551	387,769	196,968	38,155	1,576	2,070	5,327	
"	12	2,046,329	1,325,635	798,935	45,983	115,183	438,004	214,178	40,185	1,576	2,070	5,327	
"	19	1,985,878	1,327,712	791,573	45,983	118,759	461,788	183,317	40,836	2,065	2,741	5,327	
"	26	1,964,322	1,241,941	800,478	36,574	111,938	888,968	106,360	24,756	1,576	5,103	8,642	
Feb.	2	1,904,503	1,226,491	809,742	26,574	108,938	846,350	114,924	24,313	1,576	6,954	7,929	
"	9	1,807,375	1,292,043	687,462	26,574	85,892	335,011	108,269	24,121	1,576	6,954	10,652	
"	16	1,738,942	1,111,645	739,904	26,574	67,304	284,485	105,655	22,772	1,576	6,954	7,200	
"	23	1,668,530	990,716	710,006	16,574	59,233	293,146	105,188	24,441	1,576	6,954	11,369	
Mar.	2	1,576,568	895,994	662,639	16,642	44,127	310,590	127,890	26,294	1,576	1,010	7,038	
"	9	1,525,811	768,511	607,718	34,861	15,001	316,353	101,771	15,476	1,576	1,010	6,953	
"	16	1,355,684	674,779	535,811	7,898	18,137	235,733	101,184	16,145	1,576	1,010	6,953	
"	23	1,301,303	520,027	441,609	7,898	18,709	272,852	89,900	18,972	1,576	6,953	9,188	
"	30	1,188,980	460,027	335,793	8,088	12,004	217,500	73,353	16,391	1,576	6,953	9,826	
April	6	1,183,948	432,714	307,925	8,088	12,004	139,006	83,377	18,683	2,200	6,953	8,440	
"	*13	979,599	188,242	58,212	2,502	9,767	52,118	12,842	1,208	624	3,080	1,141	
"	20	938,079	81,872	49,789	1,308	8,562	27,214	6,044	624	624	502	502	
"	27	860,471	51,309	9,336	1,308	7,184	31,774	6,044	624	624	502	502	
May	4	767,859	49,888	9,716	658	5,034	32,457	4,890	624	624	502	502	
"	11	628,825	38,805	9,543	658	2,916	34,747	5,792	673	673	515	515	
"	18	488,558	33,805	11,022	658	4,892	42,419	6,688	673	673	515	515	
"	25	325,520	27,805	12,052	658	4,592	33,617	9,877	673	673	515	515	
June	1	248,411	23,116	11,598	658	4,592	28,679	3,940	673	673	515	515	
"	8	222,491	20,522	7,929	658	4,457	31,920	8,805	673	673	515	515	
"	15	216,490	17,890	6,945	658	8,835	17,395	5,057	788	673	632	632	
"	22	179,140	16,585	22,163	658	8,885	8,016	4,167	1,410	673	673	1,624	
"	29	180,497	18,435	6,098	658	5,200	7,803	2,648	673	673	696	1,398	
July	6	307,419	58,172	14,968	1,248	5,572	18,539	3,376	1,581	2,198	1,531	1,531	
"	13	689,888	133,453	9,132	5,200	5,477	37,889	2,622	2,198	616	616	616	
"	20	1,290,731	202,124	31,615	5,371	7,556	48,276	4,914	616	616	616	616	
"	27	1,842,410	246,964	37,749	6,438	5,053	97,991	9,310	616	616	616	616	
Aug.	3	2,282,839	255,049	25,698	6,371	11,980	48,562	17,189	472	472	904	904	
"	10	2,545,910	271,202	16,008	5,000	11,896	54,388	8,635	472	472	904	904	
"	17	2,627,501	288,681	18,224	658	12,460	89,709	8,754	704	704	904	904	
"	24	2,751,752	287,532	15,794	658	10,870	292,096	35,926	8,966	8,966	1,827	1,827	
"	31	2,832,448	224,243	14,943	1,228	10,870	331,002	68,500	23,364	4,277	3,028	2,744	
Sept.	7	2,530,802	227,018	17,822	1,228	10,870	326,394	93,935	26,800	763	3,028	4,984	
"	14	2,527,426	227,186	14,574	1,288	11,728	475,097	112,656	24,008	763	3,028	4,984	
"	21	2,514,064	224,059	13,125	1,288	12,567	522,799	111,398	15,125	763	1,508	4,395	
"	28	2,523,738	229,521	13,294	1,288	12,779	547,264	117,801	15,096	763	2,338	4,395	
Oct.	5	2,508,713	224,521	12,704	630	15,607	486,172	119,457	15,096	763	3,003	4,395	
"	12	2,486,006	225,651	11,681	630	15,607	414,675	123,582	16,482	763	3,003	4,395	
"	19	2,482,851	196,797	4,632	630	11,999	361,474	122,759	16,394	763	1,495	4,395	
"	26	2,495,497	182,877	4,796	630	6,019	336,376	120,993	13,650	763	1,495	4,395	
Nov.	2	2,556,188	179,287	7,244	630	6,507	359,057	121,473	11,400	763	2,332	4,395	
"	9	2,613,875	173,667	9,156	630	4,328	387,746	119,203	12,418	763	1,495	4,395	
"	16	2,648,489	175,168	9,156	630	4,455	418,788	122,006	11,431	763	2,318	4,395	
"	23	2,629,363	166,010	8,834	630	2,862	416,435	124,805	11,431	763	1,495	4,395	
"	30	2,562,399	166,046	8,834	630	2,751	414,598	128,704	11,431	763	1,495	4,395	
Dec.	7	2,479,732	135,178	8,013	3,696	4,465	453,181	130,303	10,672	763	79	5,947	
"	14	2,343,153	119,024	9,049	954	2,430	631,492	149,265	12,328	763	1,495	4,395	
"	21	2,297,751	91,463	4,982	959	2,882	711,946	154,900	12,328	763	79	5,947	
"	28	2,176,396	89,619	4,982	954	2,382	753,328	126,841	11,333	763	66	1,540	

* St. Louis Elevator destroyed by fire April 7th and reduction from stock made April 18th.

STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. OF EACH WEEK

Saturday Evening.		No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.
Jan.	5.....	125,888	141,901	16,613	59,726	53,048
"	12.....	189,827	188,088	17,821	72,509	23,910
"	19.....	118,809	62,888	17,821	70,256	8,280
"	26.....	112,048	81,205	17,948	51,084	11,772
Feb.	2.....	152,729	99,165	18,818	77,596	5,405
"	9.....	200,480	110,975	18,818	105,652	9,645
"	16.....	284,177	69,525	652	106,990	6,566
"	23.....	240,579	55,580	1,875	114,411	4,855
March	2.....	285,778	101,580	5,780	108,290	5,815
"	9.....	576,238	156,716	7,774	81,590	29,778
"	16.....	452,767	213,018	8,717	71,420	9,065
"	23.....	450,181	149,491	.....	59,588	18,022
"	30.....	427,550	89,764	2,478	21,754	10,206
April	6.....	884,479	45,515	282	26,506	12,188
"	13.....	817,118	29,429	.....	15,204	6,298
"	20.....	810,907	18,429	.....	14,721	6,281
"	27.....	288,127	16,751	.....	12,116	.....
May	4.....	278,896	11,577	.....	11,287	12,091
"	11.....	887,116	20,538	782	27,258	.....
"	18.....	270,661	19,814	.....	25,622	.....
"	25.....	282,453	18,866	839	20,696	8,518
June	1.....	243,514	9,256	.....	12,061	1,064
"	8.....	288,507	22,675	5,006	22,884	8,560
"	15.....	253,566	11,476	8,469	21,817	9,850
"	22.....	274,208	6,288	.....	15,280	2,848
"	29.....	284,604	1,065	.....	18,547	4,067
July	6.....	258,725	.....	750	17,062	5,522
"	13.....	228,883	.....	1,490	15,958	674
"	20.....	154,685	1,898	750	11,756	7,784
"	27.....	127,900	1,988	2,186	24,186	8,010
Aug.	8.....	109,088	8,798	.....	81,782	10,101
"	15.....	103,528	1,175	.....	17,204	1,747
"	22.....	116,829	5,490	.....	10,985	1,740
"	29.....	188,558	5,260	.....	8,674	8,432
Sept.	7.....	240,179	8,728	8,285	16,945	25,598
"	14.....	288,855	10,728	8,288	14,045	37,165
"	21.....	243,465	20,004	3,288	14,042	84,999
"	28.....	302,858	18,653	.....	14,658	43,818
Oct.	5.....	819,868	15,742	.....	22,126	39,918
"	12.....	825,667	4,494	726	15,270	81,846
"	19.....	841,962	8,987	.....	80,271	28,271
"	26.....	846,640	4,752	750	46,742	15,104
Nov.	3.....	818,098	1,198	2,782	40,785	10,000
"	10.....	289,474	2,709	2,784	45,299	9,877
"	17.....	261,611	18,866	6,051	50,228	5,597
"	24.....	228,998	1,075	8,181	35,017	228
"	31.....	161,181	4,782	2,782	16,713	7,187
Dec.	7.....	194,714	9,555	.....	25,587	2,852
"	14.....	220,272	9,489	1,071	28,418	2,606
"	21.....	272,381	21,762	1,074	39,173	8,599
"	28.....	461,279	29,348	5,179	39,422	10,801
"	.....	561,588	122,641	6,707	46,057	26,266

*St. Louis Elevator destroyed by fire April 7th. Reduction of stock made on April 13th.

LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE DURING 1901.

Saturday Evening.		No. 4 White.	No. 2 Yellow.	No. 3 Yellow	No Grade.	Total Corn, bushels.
Jan.	5.....	5,124	8,587	2,451	.....	407,788
"	12.....	52	4,644	2,451	.....	896,806
"	19.....	.....	6,241	2,451	.....	285,247
"	26.....	.....	7,907	2,629	.....	284,586
Feb.	2.....	.....	12,446	2,629	.....	808,788
"	9.....	572	14,992	2,629	.....	468,764
"	16.....	572	14,908	8,898	.....	427,688
"	23.....	1,411	15,990	4,790	.....	489,041
March	2.....	.....	25,689	19,786	.....	547,552
"	9.....	2,740	81,505	43,848	.....	785,684
"	16.....	2,740	86,958	45,228	.....	814,928
"	23.....	.....	83,067	46,889	.....	746,188
"	30.....	.....	42,688	86,584	.....	580,919
April	6.....	.....	21,840	16,788	.....	510,798
"	13.....	.....	4,520	4,077	.....	876,641
"	20.....	.....	4,520	4,077	.....	858,785
"	27.....	.....	5,802	8,898	.....	826,680
May	4.....	.....	1,596	3,898	.....	818,190
"	11.....	.....	8,487	8,898	.....	682,634
"	18.....	.....	8,487	8,898	1,070	621,487
"	25.....	.....	4,564	8,898	1,070	880,871
June	1.....	.....	5,557	4,286	.....	276,708
"	8.....	945	5,452	4,418	.....	808,517
"	15.....	1,684	8,272	1,757	.....	816,881
"	22.....	1,684	8,956	1,757	.....	811,046
"	29.....	1,684	14,017	.....	.....	324,005
July	6.....	.....	14,017	4,902	.....	800,778
"	13.....	.....	14,017	.....	9,696	270,704
"	20.....	.....	14,017	.....	.....	190,886
"	27.....	6,170	19,826	.....	.....	185,111
Aug.	3.....	788	32,154	2,884	.....	190,886
"	10.....	788	40,080	1,680	.....	166,098
"	17.....	788	52,522	1,630	.....	189,488
"	24.....	.....	121,458	5,897	.....	882,779
"	31.....	.....	155,871	1,060	.....	451,661
Sept.	7.....	.....	166,018	1,060	.....	471,149
"	14.....	.....	167,840	1,764	.....	484,897
"	21.....	505	181,756	3,592	.....	565,880
"	28.....	605	207,785	2,068	.....	607,982
Oct.	5.....	605	207,050	1,266	.....	589,824
"	12.....	.....	208,942	1,266	.....	619,689
"	19.....	.....	208,086	1,006	.....	620,080
"	26.....	.....	207,654	810	.....	581,881
Nov.	2.....	.....	197,184	1,568	.....	548,845
"	9.....	.....	194,204	.....	.....	580,765
"	16.....	.....	186,611	98	.....	455,158
"	23.....	.....	174,768	10,005	.....	877,316
"	30.....	.....	181,086	2,916	.....	416,110
Dec.	7.....	.....	237,880	8,752	.....	497,988
"	14.....	.....	238,052	19,672	.....	600,672
"	21.....	.....	108,728	22,785	.....	672,467
"	28.....	.....	107,156	41,229	.....	911,589

STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC AT CLOSE OF EACH

OATS.

Saturday Evening.	No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.	No. 4 White.	No. 2 Northern.	No Grade.	Total Oats.
Jan. 5.....	13,000		1,498	5,911	4,833	1,082			25,824
" 12.....	13,000			5,911	4,833				23,244
" 19.....					4,815				8,648
" 26.....					2,791				7,124
Feb. 2.....					4,833				10,486
" 9.....					2,149	8,238	99		10,486
" 16.....					2,149	8,238	99		29,772
" 23.....	5,259		1,397	2,149	20,142	6,084			89,824
Mch. 2.....	5,259		1,397	2,149	22,968	7,051			89,781
" 9.....	5,259			2,149	24,179	6,105		2,089	89,664
" 16.....	5,259	1,008		2,149	24,179	6,105		964	25,388
" 23.....		1,008	5,700	2,149	8,239	6,934		1,358	55,423
" 30.....	22,285	6,833	4,951	2,149	10,426	6,536		2,243	45,712
April 6.....	25,791	7,172	2,330	2,149	6,532			1,738	42,413
" 13.....	26,412	7,057	2,983	1,233	4,833			895	36,397
" 20.....	24,825	4,267	1,739	1,233	4,833				7,898
" 27.....	4,826	1,829	1,739						11,698
May 4.....	4,822	1,244	4,700			932			29,752
" 11.....	4,621	1,779	1,535		19,812	2,005			19,480
" 18.....	10,735		2,632		649	5,464			145,743
" 25.....	129,290	2,653	2,474		2,388	6,092	2,836		138,806
June 1.....	127,931	1,295	1,904			3,332	4,344		106,447
" 8.....	101,132		971						85,827
" 14.....	77,332		2,462			6,033			85,910
" 22.....	78,452		3,579			3,879			79,432
" 29.....	77,332		398			1,702			76,519
July 6.....	76,519								42,377
" 13.....	42,377								8,725
" 20.....	1,621	1,055	716		3,402	1,930			9,252
" 27.....	497		716		2,806	5,233			83,119
Aug. 3.....	21,250		849	1,005	9,375			1,140	15,986
" 10.....	7,842	1,265	3,179	1,481	3,065	2,169		1,181	209,609
" 17.....	81,955	21,688	1,118	58,562	20,966	3,686		35	211,588
" 24.....	88,101	29,370	1,327	61,515	24,553	4,712		35	252,304
" 31.....	90,937	28,308	1,327	61,515	24,554	4,712		31	237,513
Sept. 7.....	136,419	23,763	1,327	61,516	24,532	4,712		31	276,339
" 14.....	125,487	22,807	3,166	58,027	23,579	4,716		1,756	4,143
" 21.....	122,816	22,719	3,469	60,770	60,457	6,077		1,903	302,875
" 28.....	137,078	25,556	2,084	63,589	59,207	7,712		1,725	290,032
Oct. 5.....	108,210	27,066		63,589	62,363	11,261		1,162	273,335
" 12.....	163,979	24,360	1,654	63,589	62,363	8,820		1,163	316,668
" 19.....	143,898	22,629	1,654	61,270	63,236	8,346		1,902	290,032
" 26.....	131,955	21,318	1,654	61,270	60,583	11,527		1,162	273,335
Nov. 2.....	122,745	22,058	1,656	60,770	58,305	6,639		1,163	215,081
" 9.....	94,085	18,660		35,164	58,239	7,771		1,163	156,705
" 16.....	76,738	18,660		3,223	49,150	7,771		1,163	147,847
" 23.....	69,863	18,660		3,223	49,150	5,288		518	90,402
" 30.....	45,983	14,577		3,223	47,671			518	88,146
Dec. 7.....	35,476	2,911		3,223	48,274			518	48,956
" 14.....	25,119	2,911	1,009	3,223	48,519	1,847		519	42,924
" 21.....	406	13,391		3,223	29,570	1,848			
" 28.....	15,297		2,102	5,705	16,221	3,080			

ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1901.

RYE.						BARLEY.
Saturday Evening.	No. 2	No. 3	No. 4	No Grade.	Total Rye.	Total Barley.
Jan. 5	8,650	8,421			15,071	77,469
" 12	9,041	8,421			15,462	78,648
" 19	4,041	5,982	881		10,914	62,517
" 26	4,413	3,886			8,249	60,758
Feb. 2	4,852	3,850			8,002	64,129
" 9	6,801	3,112			9,913	64,182
" 16	9,981	4,032			13,984	61,690
" 23	10,538	6,646			17,182	45,482
Mch. 2	5,806	6,794			12,100	15,108
" 9	5,129	3,274			8,408	100
" 16	5,129	3,274			8,408	77
" 23	5,844	2,296			7,540	2,186
" 30	5,308	2,296			7,558	2,502
April 6	4,770	2,296		785	7,861	2,502
" 13	297	1,710		785	2,902	407
" 20	297	1,068		785	2,125	407
" 27	788	1,033		785	2,566	
May 4	297			785	1,092	
" 11	429	188		785	1,412	
" 18	281	870		785	1,896	
" 25						
June 1						
" 8	592	217	208		1,017	
" 15	1,519		208		1,727	
" 22	2,166	984			3,100	
" 29	2,966				2,886	
July 6	2,966	2,511			5,377	
" 13	1,812	4,995			6,307	
" 20	5,629	4,620			10,249	
" 27	7,778	762			8,540	
Aug. 3	8,585	1,996			10,581	
" 10	21,087	1,418		672	23,177	851
" 17	40,578	1,418			41,999	1,897
" 24	39,839	308			39,647	1,697
" 31	46,006	308	209		46,522	2,485
Sept. 7	58,489	309	209		59,007	2,485
" 14	66,904	2,175	187		72,266	2,275
" 21	70,861	3,868	187		74,916	2,108
" 28	70,861	3,868	187		74,916	6,665
Oct. 5	66,987	3,868	187		74,042	9,098
" 12	77,956	4,560	856	748	84,118	11,202
" 19	80,866	6,336	856	690	88,757	11,202
" 26	81,994	5,219	8		87,216	10,049
Nov. 2	85,868	7,988	1		93,857	10,049
" 9	87,689	11,897	1		99,087	10,049
" 16	90,285	14,550			104,785	8,179
" 23	86,236	13,029			99,255	18,597
" 30	89,075	15,577			104,652	8,782
Dec. 7	89,086	16,496			105,582	8,877
" 14	90,888	18,113			108,496	8,877
" 21	95,086	17,827			112,923	1,121
" 28	95,878	17,682			113,525	3,429

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1901.

1901.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January 5.....	5,091,595	407,788	25,824	15,071	77,469
12.....	5,109,769	896,808	25,244	15,468	76,648
19.....	5,040,171	285,247	8,648	10,914	62,517
26.....	4,796,617	284,596	7,124	8,249	60,759
February 2.....	4,694,659	868,788	10,498	8,002	64,129
9.....	4,500,554	463,764	10,498	9,918	64,182
16.....	4,236,632	427,688	29,772	13,964	61,690
23.....	4,014,861	489,041	89,824	17,182	45,462
March 2.....	3,810,087	547,552	89,781	12,100	15,108
9.....	3,508,878	735,634	89,684	8,408	100
16.....	3,087,787	814,928	26,888	8,403	77
23.....	2,747,669	746,188	56,428	7,040	2,195
30.....	2,567,167	580,919	45,712	7,658	2,602
April 6.....	2,298,062	510,796	42,418	7,961	2,602
13.....	1,819,698	876,641	86,897	2,902	407
20.....	1,121,278	868,765	7,898	2,125	407
27.....	969,836	826,669	.....	2,566	.....
May 4.....	888,211	818,190	11,698	1,092	.....
11.....	739,665	892,514	29,782	1,412	.....
18.....	691,777	821,497	19,490	1,696	.....
25.....	408,832	880,871	145,748	.....	.....
June 1.....	317,533	275,708	158,806	.....	.....
8.....	299,812	808,817	106,447	1,017	.....
15.....	275,842	816,881	85,827	1,727	.....
22.....	244,567	811,048	86,910	3,100	.....
29.....	228,758	824,006	79,482	2,886	.....
July 6.....	410,636	800,778	76,519	5,377	.....
13.....	895,992	270,704	42,877	6,307	.....
20.....	1,609,666	190,886	8,726	10,249	.....
27.....	2,269,951	185,111	9,262	8,540	.....
August 3.....	2,676,921	190,896	33,119	10,581	.....
10.....	2,961,872	166,098	18,986	23,177	861
17.....	3,041,831	189,438	189,141	41,939	1,697
24.....	3,385,795	882,779	209,609	89,647	1,697
31.....	3,562,350	451,661	211,388	46,522	2,485
September 7.....	3,870,308	471,149	252,304	59,007	2,485
14.....	3,477,585	484,897	237,818	72,268	2,275
21.....	3,499,867	565,380	276,389	74,916	2,108
28.....	3,552,378	607,962	286,962	74,916	6,665
October 5.....	3,475,644	589,824	336,682	74,042	9,096
12.....	3,378,734	619,699	416,688	84,118	11,202
19.....	3,266,662	620,080	302,876	88,757	11,202
26.....	3,209,557	581,331	250,682	87,216	10,049
November 2.....	3,292,969	548,845	278,885	98,857	10,049
9.....	3,377,870	580,755	215,081	99,087	10,049
16.....	3,451,791	455,158	156,705	104,736	8,179
23.....	3,424,186	877,316	147,847	99,255	13,897
30.....	3,358,884	416,110	112,617	104,652	8,782
December 7.....	3,606,013	497,968	90,402	105,532	8,877
14.....	3,335,250	600,672	83,146	108,496	8,877
21.....	3,345,153	672,497	48,956	112,928	1,121
28.....	3,231,333	911,599	42,924	113,535	3,429

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

Bushels.	Bushels.	Bushels.
Jan. 1..... 843,000	May 1..... 848,000	Sept. 1..... 798,000
Feb. 1..... 917,000	June 1..... 802,500	Oct. 1..... 878,000
March 1..... 711,000	July 1..... 178,500	Nov. 1..... 614,000
April 1..... 565,000	August 1..... 477,000	Dec. 1..... 811,800

VISIBLE SUPPLY OF GRAIN FOR 1901.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND CANADA AND IN TRANSIT DURING 1901, AS REPORTED
BY THE CHICAGO BOARD OF TRADE.

1901.	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye. Bus.	Barley, Bus.
January					
5.....	61,245,000	10,420,000	9,632,000	1,266,000	2,488,000
12.....	61,845,000	10,632,000	9,212,000	1,242,000	2,230,000
19.....	61,196,000	11,743,000	9,535,000	1,217,000	2,011,000
26.....	60,791,000	14,137,000	10,154,000	1,214,000	1,869,000
February					
2.....	59,767,000	14,825,000	9,929,000	1,195,000	1,878,000
9.....	58,494,000	16,050,000	10,290,000	1,205,000	1,779,000
16.....	57,682,000	17,061,000	10,302,000	1,174,000	1,669,000
23.....	57,536,000	18,218,000	10,567,000	1,156,000	1,650,000
March					
3.....	57,284,000	19,764,000	10,550,000	1,163,000	1,530,000
9.....	55,892,000	21,014,000	10,898,000	1,115,000	1,855,000
16.....	55,125,000	22,345,000	10,871,000	1,198,000	1,387,000
23.....	54,714,000	22,862,000	10,365,000	1,118,000	1,214,000
30.....	54,749,000	22,287,000	11,156,000	1,109,000	1,112,000
April					
6.....	53,890,000	21,990,000	11,399,000	1,112,000	850,000
13.....	51,878,000	22,019,000	11,271,000	1,095,000	819,000
20.....	49,898,000	21,328,000	10,911,000	1,012,000	718,000
27.....	48,852,000	19,295,000	12,364,000	970,000	696,000
May					
4.....	46,688,000	18,665,000	12,526,000	946,000	695,000
11.....	45,761,000	17,838,000	11,449,000	963,000	719,000
18.....	42,498,000	15,913,000	10,724,000	862,000	918,000
25.....	40,064,000	15,320,000	10,438,000	699,000	1,061,000
June					
1.....	36,982,000	16,413,000	11,218,000	748,000	822,000
8.....	35,292,000	16,049,000	10,588,000	695,000	685,000
15.....	35,130,000	17,271,000	10,832,000	616,000	546,000
22.....	32,908,000	17,186,000	10,601,000	559,000	484,000
29.....	30,798,000	15,158,000	10,780,000	619,000	486,000
July					
6.....	29,688,000	14,472,000	9,198,000	509,000	895,000
13.....	27,979,000	14,067,000	7,421,000	537,000	891,000
20.....	27,081,000	13,242,000	6,341,000	433,000	841,000
27.....	29,264,000	13,387,000	5,667,000	558,000	808,000
August					
8.....	30,369,000	12,604,000	4,354,000	656,000	818,000
15.....	28,219,000	13,296,000	4,452,000	732,000	820,000
22.....	26,769,000	12,783,000	5,546,000	885,000	252,000
29.....	26,007,000	12,205,000	6,214,000	1,063,000	717,000
September					
6.....	27,790,000	12,676,000	6,901,000	1,489,000	544,000
13.....	28,440,000	13,123,000	7,378,000	1,645,000	663,000
20.....	30,872,000	12,502,000	8,475,000	1,618,000	1,125,000
27.....	32,625,000	12,930,000	8,747,000	1,644,000	1,416,000
October					
5.....	35,304,000	13,489,000	8,972,000	1,774,000	1,875,000
12.....	37,474,000	14,026,000	8,298,000	1,800,000	1,994,000
19.....	38,208,000	13,414,000	7,769,000	1,788,000	2,068,000
26.....	39,395,000	13,449,000	8,044,000	1,864,000	2,596,000
November					
3.....	40,534,000	13,636,000	8,247,000	1,953,000	2,820,000
10.....	41,192,000	12,900,000	8,099,000	2,044,000	2,386,000
17.....	41,959,000	12,641,000	7,790,000	2,132,000	2,669,000
24.....	45,677,000	12,156,000	6,860,000	2,239,000	2,628,000
December					
1.....	49,912,000	11,464,000	6,492,000	2,615,000	2,570,000
8.....	52,306,000	11,227,000	6,603,000	2,554,000	3,007,000
15.....	55,240,000	10,860,000	6,406,000	2,522,000	2,809,000
22.....	59,356,000	11,187,000	5,742,000	2,638,000	2,858,000
29.....	58,805,000	11,131,000	5,657,000	2,560,000	1,991,000
	59,648,000	11,252,000	5,266,000	2,481,000	2,455,000

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1901.

CITIES.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.	Total bushels.
Chicago.....	51,197,870	84,126,637	90,632,152	3,244,324	15,996,670	245,207,653
New York.....	33,698,200	26,236,500	36,235,050	1,306,300	2,312,950	99,289,000
Buffalo.....	61,294,248	30,539,848	21,438,545	1,256,284	7,687,239	122,216,164
St. Louis.....	20,860,806	20,884,060	16,728,130	686,810	1,939,998	60,049,798
Minneapolis....	90,888,670	7,868,750	10,718,880	1,202,040	4,999,160	114,817,400
Peoria.....	1,716,750	19,604,566	12,689,400	221,200	2,377,550	36,609,466
Baltimore.....	22,036,876	27,029,296	6,875,638	1,094,817	100,554	57,137,181
Kansas City....	26,952,800	13,488,850	5,799,600	466,150	62,200	46,768,600
Philadelphia....	12,666,449	16,699,747	6,077,060	113,980	489,600	36,046,786
Milwaukee.....	13,060,860	3,425,300	8,768,900	1,558,600	11,911,650	38,710,300
Toledo.....	19,604,024	11,535,305	8,567,816	124,828	70,808	39,902,781
Boston.....	47,000,965	4,943,588	1,316,224	1,031,257	2,925,667	57,217,696
Baltimore and Superior.	24,796,841	11,904,615	4,902,108	.....	.....	41,603,562
New Orleans....	4,109,948	11,593,425	9,257,365	612,260	1,094,427	26,067,371
Cincinnati.....	15,884,058	4,168,410	3,023,182	782,650	816,487	24,674,787
Montreal.....	3,042,908	3,266,974	3,687,348	866,769	1,523,117	12,387,116
Detroit.....	2,856,681	9,571,224	9,087,871	20,934	21,684	.....
Cleveland.....	1,789,850	5,698,050	2,428,460	61,500	42,400	10,020,260
Indianapolis....	15,812,254	.....	.....	.....	.....	15,812,254
Galveston.....	16,457,692	192,592	2,616,315	358,336	12,381,323	32,006,268
San Francisco..	.....	.....	.....	.....	.....	.....
Portsmouth and Norfolk	660,590	2,214,684	748	.....	.....	2,876,022
Newport News.	4,785,596	3,572,578	2,824,566	.....	.....	11,182,736

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1898.	1899.	1900.	1901.
Flour.....	Barrels.	20,222,099	19,896,418	19,204,540	19,484,280
Wheat.....	Bushels.	126,669,962	96,707,890	84,581,219	136,398,942
Corn.....	"	180,687,392	184,362,179	179,709,682	103,844,130
Oats.....	"	90,600,245	88,161,522	76,424,089	70,129,542
Rye.....	"	16,026,774	5,792,123	2,794,527	3,611,008
Barley.....	"	6,296,766	14,781,091	10,294,913	4,900,706

EXPORTS FROM THE UNITED STATES BY CLASSES DURING
THE CALENDAR YEARS 1898, 1899, 1900 AND 1901.

As reported by Bureau of Statistics, Washington.

	1898.	1899.	1900.	1901.
Agriculture.....	\$351,915,762	\$782,133,405	\$904,658,968	\$940,246,488
Manufactures....	307,924,994	380,787,891	441,406,942	395,144,030
Mining.....	25,851,092	33,279,187	39,222,902	40,416,597
Forest.....	39,030,313	47,562,121	54,481,146	50,491,255
Fisheries.....	5,819,206	5,687,077	8,074,684	7,428,684
Miscellaneous....	3,016,771	3,532,663	5,169,027	4,358,938
Totals.....	\$1,233,558,140	\$1,259,882,844	\$1,453,018,659	\$1,438,068,990
Foreign.....	21,988,126	22,536,627	24,936,007	27,296,929
Grand totals.	\$1,255,546,266	\$1,275,487,971	\$1,477,949,666	\$1,465,380,919

MISSOURI CROP REVIEW.

By GEO. B. ELLIS, Secretary State Board of Agriculture.

The season of 1901 was unfavorable from the opening, the winter having been mild and the early spring wet, put the ground in poor condition for a crop. The following is a summary of crop yields and conditions for the year.

CORN.

The planting was considerable later than usual, there being only about one fifth of the crop planted May 1st, and only 90% planted June 1st. The cool weather also retarded germination and was favorable to cut worms, wire worms, corn lice and moles, which did considerable damage. The cool weather continued until the middle of June, and being very dry after April 18th, the corn made slow growth. The condition on June 1st was 77, on July 1st 68, and the high temperature, withering winds and lack of moisture for July cut the condition to 21 on August 1st, the lowest of the season.

The final estimate made up in November showed an average yield for the State 9.9 bushels per acre, which very closely agrees with the government report, that being 10 bushels per acre. This indicates a total yield for the State of 61,667,000 bushels. The quality, however, is very inferior on account of being worm eaten, chaffy and much rotten corn. The average quality is only 45. This would bring the total yield down to a feeding value of only 27,750,000 bushels. A comparison of yields and acreage for the State is given in the following table for the years 1894 to 1901 inclusive:

YEAR.	Acreage.	Yield per Acre, bushels.	Total Yield, bushels.
1894.....	6,099,000	28	140,277,000
1895.....	6,577,000	28	249,928,000
1896.....	6,250,000	32	200,000,000
1897.....	6,700,000	25	167,500,000
1898.....	6,428,000	30	192,750,000
1899.....	6,830,000	30	189,900,000
1900.....	6,413,000	30	192,390,000
1901.....	6,229,000	9.9	61,667,000

The following table shows the total acreage, average yield and total production of corn by sections for 1900 and 1901:

SECTION.	Acrea.	Bushels per Acre.	Total Production.
Northeast, 1900.....	926,000	80	27,780,000
Northeast, 1901.....	985,000	11	10,285,000
Northwest, 1900.....	1,987,000	88	68,921,000
Northwest, 1901.....	1,956,000	15	29,880,000
Central, 1900.....	1,058,000	80	31,580,000
Central, 1901.....	949,000	7	6,608,000
Southwest, 1900.....	1,677,000	26	46,966,000
Southwest, 1901.....	1,626,000	6	9,756,000
Southeast, 1900.....	520,000	26	22,960,000
Southeast, 1901.....	768,000	8	6,104,000

WHEAT.

The estimated acreage of wheat sown in 1900 for the harvest of 1901 was 1,040,000 being an increase of 4% over the previous year. The cool dry weather the latter part of April and in May which was so unfavorable to corn proved advantageous to wheat. Some sections were damaged by Hessian fly and a few fields in the Southwestern part of the State were almost destroyed by plant lice. The wheat filled exceedingly well and ripened almost perfectly, the quality of the whole crop being estimated at 98. A number of samples are reported testing as high as 64 pounds and a few 65 pounds. The following table shows the acreage, yield per acre and total yield for the past eight years:

YEAR.	Acreage.	Yield per Acre, bushels.	Total Yield, bushels.
1894.....	1,589,000	15	23,065,000
1895.....	1,550,000	11	17,060,000
1896.....	1,271,000	10	12,710,000
1897.....	940,000	10	9,400,000
1898.....	1,084,000	12	12,408,000
1899.....	900,000	9	8,100,000
1900.....	1,000,000	16	16,000,000
1901.....	1,040,000	16	16,640,000

The acreage sown this year for harvest of 1902 has been largely increased, the estimate for the State compared with the previous year is 154%. The average condition of the plant November 1st was 91 compared with 96 for 1900.

OATS.

There was a decreased acreage of oats compared with the previous year of 19%. Only about 24% of the crop sown was threshed, the remainder being pastured or put up for hay. The average yield per acre for the part of the crop threshed was 13.9 bushels, making a total yield of grain only 2,898,000 bushels compared with 30,000,000 bushels for 1900. The quality of the grain is placed at 61%.

HAY.

The hay crop of Missouri is second only to the corn crop in value. The crop of 1900 was estimated to be worth \$20,000,000. The drouth of this year cut the pastures short and many farmers were compelled to

pasture the meadows. Only 63% of the timothy meadows were cut for hay with an average yield of .84 tons per acre. The yield of clover was 1 ton per acre. The total yield of hay for the State is estimated at 1,242,000 tons which at the average farm value November 1st, \$10.66 per ton, makes a total valuation of \$13,240,000.

FORAGE CROPS.

A very large acreage of forage crops, including sorghum, kaffir corn, millet, cow peas, rape and other crops were sown in July and August with the hope of producing feed to take the stock through the winter. While the yield was very good in a few counties, on account of the continued drouth in most places a great deal of that sown did not mature any crop at all.

FRUITS.

The prospect early in the season was excellent for all kinds of fruit. The canker worm appeared in several counties in large numbers in May completely defoliating a great many orchards. Aside from this there was less damage to the fruit crop from insects and fungus diseases than for several years past. The strawberry crop, while not large, was of good quality and the growers generally report good profits. The high temperature of July dried the blackberries on the vines, killed many of the young orchard trees and sunburned many of the apples. The intelligent orchardist, however, did not lose hope but gave greater attention to cultivating his trees thinning and otherwise caring for his orchard with the result that his profits were larger at the end of the season than ever before. Many farmers have made small fortunes off their orchards this year, some of them receiving as much as \$200 per acre this year for their apple crop.

LIVE STOCK.

The worst feature following the drouth is a general decrease in the number of all kinds of live stock in this State. The greatest source of revenue for the Missouri farmer is the live stock. In time, no doubt, one benefit from the decrease in stock will be in the improvement of the quality of the live stock in the State, as the poorer class of stock has been shipped out. Our reports show a decrease in the number of horses of 13%; of cattle, including all classes, 30% of fattening cattle, 70%; hogs, all classes, 36%; fattening hogs, 58%; sheep, 21%.

SPECIAL REPORT ON FRUIT CROP.

By HON. N. F. MURRAY, President State Horticultural Society, Oregon.

"In a good fruit year in Missouri I estimate the total value of the fruit sold at \$20,000,000. This would not include the value of the fruit consumed by the growers. The loss on apples and peaches alone on account of the drouth, I would place at \$4,000,000. This of course does not include the damage to the trees which has been very great in newly planted orchards. Now that we have had rains followed by cloudy weather I look for our apples and late peaches to be good."

PRODUCT, IMPORTS, EXPORTS, ETC., OF CORN.

QUANTITIES OF CORN PRODUCED, AND OF CORN AND CORN MEAL IMPORTED, EXPORTED AND RETAINED FOR CONSUMPTION, 1867 TO 1901.

From Bureau of Statistics, Washington.

Year Ending June 30.	Production.*	Exports of Domestic.	Domestic retained for consumption.	Imports.	Total consumption Domestic and Foreign.	Per cent of Domestic Product exported.
	Busheels.	Busheels.	Busheels.	Bush.	Busheels.	Percent.
1867.....	867,946,295	16,026,947	851,919,348	82,414	852,001,762	1.85
1868.....	768,320,000	12,493,522	755,826,478	50,266	755,876,744	1.63
1869.....	906,527,000	8,286,665	898,240,335	90,833	898,331,168	.91
1870.....	874,320,000	2,140,487	872,179,513	89,528	872,269,041	.24
1871.....	1,094,265,000	10,676,873	1,083,578,127	111,344	1,083,689,471	.98
1872.....	991,898,000	35,727,010	956,170,990	58,568	956,229,558	3.60
1873.....	1,092,719,000	40,154,374	1,052,564,626	61,536	1,052,626,162	3.67
1874.....	932,274,000	35,985,834	896,288,166	76,003	896,364,169	3.86
1875.....	860,148,500	30,025,036	830,123,464	38,038	830,161,562	3.53
1876.....	1,321,069,000	50,910,532	1,271,158,468	51,796	1,271,210,264	3.85
1877.....	1,283,827,500	72,652,611	1,211,174,889	30,902	1,211,205,791	5.66
1878.....	1,342,558,000	87,192,110	1,255,365,890	13,423	1,255,379,313	6.49
1879.....	1,388,218,750	87,884,892	1,300,333,858	33,869	1,300,367,727	6.33
1880.....	1,547,901,790	99,572,329	1,448,329,461	58,876	1,448,388,337	6.43
1881.....	1,717,434,543	93,648,147	1,623,786,396	75,155	1,623,861,551	5.46
1882.....	1,194,916,000	44,340,638	1,150,575,317	69,621	1,150,644,938	3.71
1883.....	1,617,025,100	41,655,653	1,575,369,447	25,989	1,575,395,436	2.58
1884.....	1,551,066,895	46,258,606	1,504,808,289	4,894	1,504,813,183	2.99
1885.....	1,795,528,000	52,876,456	1,742,651,544	4,507	1,742,656,051	2.95
1886.....	1,586,176,000	64,829,617	1,521,346,383	16,104	1,521,362,487	3.85
1887.....	1,965,441,000	41,368,584	1,924,072,416	30,536	1,924,102,952	2.48
1888.....	1,456,161,000	25,360,869	1,430,800,131	37,438	1,430,837,569	1.74
1889.....	1,957,970,000	70,841,673	1,916,948,327	2,401	1,916,950,728	3.57
1890.....	2,112,892,000	103,418,709	2,009,473,291	1,626	2,009,474,917	4.85
1891.....	1,489,970,000	32,041,529	1,457,928,471	2,111	1,457,930,582	2.18
1892.....	2,090,154,000	76,602,285	1,983,551,715	15,230	1,983,567,005	5.72
1893.....	1,628,464,000	47,121,894	1,581,342,106	1,881	1,581,343,987	2.69
1894.....	1,619,496,131	36,489,529	1,553,006,602	2,199	1,553,008,801	4.11
1895.....	1,212,770,032	28,585,405	1,184,184,627	16,575	1,184,201,222	2.36
1896.....	2,151,138,580	101,100,375	2,050,038,205	4,338	2,050,042,543	4.70
1897.....	2,383,875,165	178,817,417	2,105,057,748	6,284	2,105,064,032	7.53
1898.....	1,902,967,333	212,055,543	1,690,912,390	3,417	1,690,915,807	11.14
1899.....	1,924,184,690	177,255,046	1,746,929,614	4,171	1,746,933,785	9.21
1900.....	2,078,148,333	213,123,412	1,865,020,521	2,480	1,865,023,001	10.30
1901.....	2,105,102,516	181,405,473	1,923,697,043	5,169	1,923,702,212	8.62

*The production is of the calendar years preceding the fiscal year.

PRODUCT, IMPORTS, EXPORTS, ETC., OF WHEAT.

QUANTITIES OF WHEAT PRODUCED, AND OF WHEAT AND WHEAT FLOUR IMPORTED, EXPORTED AND RETAINED FOR CONSUMPTION, 1867 TO 1901.

From Bureau of Statistics, Washington.

Year Ending June 30.	Production.*	Exports of Domestics.	Domestic retained for consumption.	Imports.	Exports of Foreign.	Total consumption, Domestic and Foreign.	Per cent of Domestic Product exported.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Percent.
1867.....	151,999,906	12,646,941	139,352,965	3,092,500	1,273,280	141,172,185	8.82
1868.....	212,441,400	25,284,803	187,156,597	2,014,328	241,595	188,929,330	11.90
1869.....	224,036,000	29,717,201	194,319,399	1,830,393	426,786	195,723,006	13.27
1870.....	260,146,000	53,900,780	206,246,120	1,285,976	511,955	207,020,141	20.72
1871.....	235,884,700	52,580,111	183,304,589	867,489	488,809	183,683,269	22.80
1872.....	230,722,400	88,985,755	191,726,645	2,410,738	1,001,510	193,135,873	16.88
1873.....	249,997,100	52,014,715	197,982,385	1,841,049	531,016	199,292,418	20.80
1874.....	281,234,700	91,510,398	189,744,302	2,116,777	1,024,381	190,886,688	32.54
1875.....	309,102,700	72,912,817	236,189,883	867,987	299,797	236,258,073	23.60
1876.....	292,136,000	74,750,682	217,385,318	1,694,138	1,420,961	217,628,495	25.68
1877.....	289,356,500	57,043,986	232,312,564	366,061	469,653	232,312,564	19.73
1878.....	364,196,146	92,071,726	272,154,520	1,390,713	1,277,405	272,167,828	25.29
1879.....	420,122,400	150,502,506	269,619,894	2,074,321	1,824,339	269,869,776	35.82
1880.....	448,756,630	180,304,180	268,452,450	486,106	630,298	268,452,450	40.18
1881.....	498,549,868	186,321,514	312,228,354	211,402	153,737	312,286,019	37.88
1882.....	383,280,090	121,892,389	261,387,701	865,467	705,608	261,547,560	31.82
1883.....	504,385,470	147,811,316	356,574,154	1,087,011	974,380	356,486,785	29.33
1884.....	421,086,160	111,534,182	309,551,978	32,474	102,120	309,551,978	26.49
1885.....	512,765,000	132,570,366	380,194,634	212,311	281,469	380,194,634	25.86
1886.....	357,112,000	94,565,798	262,546,207	888,415	347,507	262,587,115	26.48
1887.....	457,218,000	153,804,969	303,413,031	282,400	358,446	303,413,031	33.66
1888.....	456,329,000	119,624,344	336,703,656	594,890	502,320	336,796,196	26.23
1889.....	415,868,000	88,600,742	327,267,258	135,851	221,720	327,267,258	21.31
1890.....	490,560,000	109,430,467	381,129,533	162,546	180,709	381,129,533	22.31
1891.....	369,262,000	106,181,316	263,080,684	583,827	620,619	263,080,684	26.60
1892.....	611,780,000	225,635,812	386,114,188	2,462,365	1,838,829	386,737,724	36.88
1893.....	515,949,000	191,912,635	324,036,365	968,125	572,750	324,431,740	37.20
1894.....	396,131,725	164,283,129	231,848,596	1,182,865	216,420	232,815,041	41.47
1895.....	460,267,416	144,312,718	315,454,698	1,438,339	548,792	316,344,305	31.46
1896.....	467,102,947	126,443,968	340,658,979	2,116,303	2,362,355	340,658,979	27.07
1897.....	437,684,346	145,124,972	282,559,374	1,544,242	1,051,916	282,601,700	33.93
1898.....	530,149,168	217,305,004	312,843,164	2,058,988	1,880,867	313,021,235	40.91
1899.....	675,148,705	222,618,420	452,530,285	1,875,174	1,935,127	452,470,332	32.97
1900.....	547,303,846	186,096,762	361,207,084	320,195	297,359	361,229,920	34
1901.....	522,229,505	215,960,073	306,269,432	603,101	669,112	306,173,421	41.86

* The production is of the calendar year preceding the fiscal year.

FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by FREDERIC EMORY, Chief Bureau of Foreign Commerce,
Department of State, Washington, D. C.

As in force January 2nd, 1902.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS.
Russia.....	Free.....	Free.
Sweden.....	Per 100 kilograms, 2.70 kronor.	Per bushel of 60 lbs., 26.90 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway..	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.89 cts.
General, applicable to non-treaty countries.....	Per 100 kilograms, 0.90 kronor.	Per bushel of 60 lbs., 5.78 cts.
Denmark.....	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 2.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 52.89 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 86.77 cts.
Spain.....	Per 100 kilograms, 6 pesetas...	Per bushel of 60 lbs., 61.02 cts.
*Italy.....	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 89.59 cts.
Austria-Hungary....	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 16.57 cts.
Switzerland.....	Per 100 kilograms, 80 francs...	Per bushel of 60 lbs., 1.58 cts.
Greece:		
Conventional duty	Per 100 okes.	
General.....	4.11 drachmas	Per bushel of 60 lbs., 16.86 cts.
	Per 100 okes.	
	7.85 drachmas.....	Per bushel of 60 lbs., 80.16 cts.
Netherlands.....	Free	Free.
Belgium	Free.....	Free.
Roumania.....	Free.....	Free.
Turkey.....	8 per cent. ad valorem	Eight per cent. ad valorem.
Portugal.....	Prohibited, except under cer- tain conditions and restric- tions. Where importation is allowed the import duty charged is at the rate of two milreis per 100 kilograms (58.79 cents per bushel of 60 pounds.)	
United Kingdom.....	Free	Free.
Servia.....	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 levs	Per bushel of 60 lbs., 4.20 cts.
Cuba.....	Per 100 kilograms, \$1.00.....	Per bushel of 60 lbs., 27.18 cts.
Porto Rico.....	Per 100 kilograms, 60 cts.....	Per bushel of 60 lbs., 15.52 cts.
Philippines.....	Per 100 pesos, .60	Per bushel of 60 lbs., 28.08 cts.

* Subject to two cents surtax.

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Crop of	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
1873.....	281,254,700	932,274,000	270,340,000	15,142,000	32,044,490
1874.....	309,102,700	850,148,500	240,389,000	14,990,900	32,552,501
1875.....	292,136,000	1,321,069,000	354,317,500	17,732,100	36,908,600
1876.....	289,356,500	1,283,827,500	320,884,000	20,374,800	38,710,500
1877.....	364,194,146	1,342,558,000	406,394,000	21,170,100	34,441,400
1878.....	420,122,400	1,388,218,750	413,578,560	25,842,790	42,245,630
1879.....	448,756,630	1,547,901,790	363,761,320	23,639,460	40,283,106
1880.....	498,649,868	1,717,434,543	417,885,380	24,540,829	45,165,340
1881.....	383,280,090	1,194,916,000	416,481,000	20,704,950	41,161,330
1882.....	504,185,470	1,617,025,100	488,250,610	29,960,037	48,953,926
1883.....	421,086,160	1,551,066,895	571,302,400	28,058,583	50,136,097
1884.....	512,763,900	1,795,528,432	583,628,000	28,637,594	61,206,652
1885.....	357,112,000	1,936,176,000	629,409,000	21,756,000	58,360,000
1886.....	457,218,000	1,665,441,000	624,134,000	24,489,000	59,428,000
1887.....	456,329,000	1,456,161,000	659,618,000	20,691,000	56,812,000
1888.....	414,868,000	1,987,790,000	701,735,000	28,415,000	63,884,000
1889.....	490,560,000	2,112,892,000	751,515,000	28,500,000	66,000,000
1890.....	399,262,000	1,489,970,000	523,621,000	29,000,000	58,800,000
1891.....	611,780,000	2,060,154,000	738,894,000	36,000,000	77,400,000
1892.....	516,949,000	1,628,464,000	661,035,000	.....	.....
1893.....	896,131,725	1,619,496,131	638,854,850	26,555,446	69,869,495
1894.....	460,267,416	1,212,770,052	662,036,928	26,727,615	61,400,465
1895.....	467,102,947	2,151,188,580	824,443,587	27,210,070	87,072,744
1896.....	427,684,846	2,283,675,165	707,346,404	24,369,047	69,605,223
1897.....	530,149,168	1,902,967,983	698,767,809	7,363,324	66,685,127
1898.....	675,148,705	1,924,154,660	780,906,643	26,657,622	55,792,257
1899.....	547,303,846	2,073,143,933	796,177,713	23,961,741	73,381,563
1900.....	522,229,505	2,106,102,516	809,126,989	23,936,927	58,925,883

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED TO BRADSTREETS.

The following figures represent stocks of Grain available at 62 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.					PACIFIC COAST STOCKS.
	Wheat.	Corn.	Oats.	Barley.	Rye.	Wheat.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1895, February 1..	106,917,000	16,733,000	10,508,000	2,480,000	508,000	12,118,000
1896, February 1..	97,502,000	17,085,000	11,446,000	2,970,000	1,763,000	5,589,000
1897, February 1..	68,092,000	29,725,000	19,978,000	4,188,000	4,266,000	3,005,000
1898, February 1..	51,105,000	58,522,000	20,245,000	8,455,000	4,291,000	5,318,000
1899, February 1..	51,648,000	86,726,000	18,231,000	4,017,000	1,576,000	5,039,000
1900, February 1..	87,478,000	20,110,000	11,876,000	2,303,000	1,784,000	8,923,000
1901, January 1..	87,911,000	14,813,000	15,861,000	5,395,000	1,651,000	8,686,000
February 1..	98,324,000	21,950,000	16,175,000	4,331,000	1,539,000	8,717,000
March 1.....	80,704,000	27,588,000	16,800,000	3,903,000	1,532,000	6,972,000
April 1.....	75,501,000	28,947,000	15,823,000	2,879,000	1,333,000	6,325,000
May 1.....	60,298,000	24,544,000	16,824,000	1,761,000	1,112,000	5,071,000
June 1.....	47,109,000	21,904,000	14,989,000	1,351,000	988,000	4,672,000
July 1.....	39,317,000	21,522,000	15,275,000	528,000	747,000	3,228,000
August 1.....	40,924,000	19,648,000	7,808,000	335,000	753,000	3,935,000
September 1..	39,848,000	19,476,000	10,603,000	956,000	1,864,000	4,266,000
October 1.....	51,442,000	21,215,000	14,445,000	3,610,000	2,440,000	6,235,000
November 1..	64,616,000	19,137,000	12,839,000	4,813,000	2,863,000	7,262,000
December 1..	85,631,000	16,599,000	10,109,000	5,416,000	3,468,000	7,378,000
1902, January 1..	94,900,000	16,825,000	8,680,000	4,580,000	3,257,000	7,186,000
January 11..	98,572,000	16,897,000	8,238,000	4,441,000	3,271,000	.....
January 18..	98,213,000	17,388,000	7,795,000	4,987,000	3,327,000	.....
January 25..	91,331,000	17,114,000	7,881,000	5,196,000	3,348,000	.....
February 1..	88,800,000	17,197,000	8,537,000	5,244,000	3,270,000	6,521,000

BROOMHALL'S ESTIMATE OF CROPS OF THE WORLD.

YEAR.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Barley, Bushels.	Rye, Bushels.
1901.....	2,639,600,000	1,946,000,000	2,390,000,000	776,900,000	1,886,000,000
1900.....	2,605,000,000	2,469,000,000	2,800,000,000	734,648,000	1,409,000,000
1899.....	2,496,400,000	2,611,000,000	2,710,000,000	712,200,000	1,366,400,000
1898.....	2,886,044,000	2,418,600,000	2,576,000,000	835,600,000	1,287,800,000
1897.....	2,266,858,000	2,248,600,000	.....	676,200,000	.....
1896.....	2,361,886,000	.....	.....	766,200,000	.....
1895.....	2,421,850,000	.....	.....	766,640,000	.....
1894.....	2,594,650,000	.....	.....	.....	.....

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total Crop, bushels.	Total Acreage.	Average Per Acre Total Crop.
	Acreage.	Yield, bus.	Average per Acre.	Acreage.	Yield, bus.	Average per Acre.			
1885	22,148,553	211,845,000	9.6	12,040,708	145,267,000	12.1	357,112,000	34,189,246	10.1
1886	24,534,679	302,412,000	12.3	12,271,005	164,806,000	13.6	457,218,000	36,806,184	12.5
1887	24,223,201	292,867,000	12.1	13,418,582	163,462,000	12.2	456,329,000	37,641,783	12.1
1888	23,953,800	277,952,000	11.6	13,382,338	137,916,000	10.3	415,868,000	37,336,138	11.1
1889	25,384,702	332,243,000	13.1	12,739,157	158,317,000	12.4	490,560,000	38,123,859	12.9
1890	23,520,104	255,374,000	10.9	12,567,050	143,883,000	11.4	399,262,000	36,087,154	11.1
1891	26,581,283	392,495,000	14.8	13,335,613	219,285,000	16.4	611,780,000	39,916,897	15.3
1892	25,989,076	369,191,000	13.8	12,565,354	166,758,000	12.5	515,949,000	38,554,430	13.4
1893	22,868,539	275,488,809	12.0	11,760,879	120,642,916	10.3	396,131,725	34,929,418	11.4
1894	23,306,500	326,398,840	14.0	11,575,938	133,868,576	11.6	460,267,416	34,882,436	13.2
1895	22,600,322	261,242,134	11.6	11,438,010	205,890,813	18.0	467,102,947	34,047,332	13.7
1896	22,733,718	267,934,004	11.8	11,824,928	159,750,342	13.5	427,684,346	34,618,646	12.4
1897	22,925,623	323,616,123	14.1	16,539,443	206,538,045	12.5	530,149,168	39,465,066	13.4
1898	26,744,848	382,492,032	14.9	18,310,430	222,656,573	16.0	615,148,705	44,055,278	15.3
1899	25,367,692	291,706,229	11.5	19,234,924	255,597,514	13.29	547,303,846	44,592,516	12.3
1900	26,235,897	350,025,469	13.3	16,259,488	172,204,096	10.59	522,229,565	42,495,385	12.29

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.				
	All Wheat				September.				September.				September.				
	April.	May.	June.	July.	September.	June.	July.	August.	September.	July.	August.	September.	October.	June.	July.	August.	September.
1883.....	98	88.9	75	62	78	105	100	97	96	88	88	84	78	96	96	96	66
1884.....	96.4	94	93	65	97	97	100	96	100	96	96	94	98	96	96	99	96
1885.....	76.8	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1886.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1887.....	88.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1888.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1889.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1890.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1891.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1892.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1893.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1894.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1895.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1896.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1897.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1898.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1899.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1900.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96
1901.....	86.1	94.9	92.7	65	96	97	100	98	98	94	94	96	95	96	97	96	96

TRADE AND COMMERCE OF

ESTIMATED WHEAT CROP OF THE WORLD.

From the Government Crop Reporter of October, 1901.

In the following table the three estimates above mentioned are presented side by side, the Hungarian estimate being given both in bushels of measure and bushels of weight so as to make it comparable on the one hand with the estimate of the Bulletin des Halles and on the other with that of Beerbohm's Evening Corn Trade List: Three estimates of the world's wheat crop in 1901. In thousands of bushels. (a)

Countries.	Hungarian Estimate.		Estimate of Beerbohm's List.	Estimate of Bulletin des Halles.
	By Weight. b	By measure. c	By Weight. b	By Measure. c
United States..	642,290 to 654,405	652,671 to 666,859	696,000	737,603
Canada..	90,941 to 98,696	98,644 to 96,452	80,000	79,465
Mexico.....	No estimate.	No estimate.	14,000	No estimate.
North America.....	733,231 to 748,101	746,815 to 763,341	790,000	817,258
Chile.....	9,076	9,364	8,800	14,188
Argentina.....	79,918	77,469	80,000	76,618
Uruguay.....	6,614	7,094	8,000	No estimate.
South America.....	95,608	93,927	96,800	90,806
Great Britain & Ireland	55,115	55,835	54,000	58,173
Norway.....			No estimate.	e 2,554
Sweden.....	d 8,748	d 8,881	8,200	8,973
Denmark.....	772	795	2,000	8,405
Netherlands.....	5,512	5,675	5,200	4,256
Belgium.....	15,432	15,607	12,000	14,188
France.....	279,252	283,770	296,000	301,364
Spain.....	108,894	110,670	108,000	120,602
Portugal.....	6,981	7,094	5,600	10,783
Italy.....	124,929	122,021	124,000	124,859
Switzerland.....	3,197	3,263	3,800	3,405
Germany.....	98,696	95,068	112,000	96,482
Austria.....	43,358	43,984	42,400	40,012
Hungary.....	138,198	138,598	136,000	f 129,115
Roumania.....	68,417	69,524	64,000	65,267
Bulgaria.....	g 36,744	g 38,809	30,000	g 49,660
Servia.....	11,942	12,770	10,000	11,635
Turkey.....	h 68,894	h 70,948	40,000	35,471
Greece.....	4,960	5,108	5,200	5,959
Russia.....	410,501	417,142	368,000	411,466
Europe.....	h 1,490,087	h 1,499,497	1,421,200	1,492,629
Asia Minor.....	No estimate.	No estimate.	40,000	33,435
Syria.....	No estimate.	No estimate.	16,000	10,783
Persia.....	No estimate.	No estimate.	16,000	20,441
India.....	241,884	249,434	240,000	229,854
Asia.....	k 241,884	k 249,434	312,000	294,553
Algeria.....	27,925	28,377	26,000	24,688
Tunis.....	9,186	9,081	6,000	6,527
Tripoli.....	4,042	4,267	No estimate.	No estimate.
Egypt.....	9,588	9,982	9,600	12,770
Cape Colony.....	No estimate.	No estimate.	2,000	No estimate.
Africa.....	50,706	51,647	43,600	43,985
Australasia.....	62,464	59,876	48,000	51,079
Grand total.....	2,668,920 to 2,678,800	2,700,696 to 2,717,722	2,711,600	2,790,310

a By adding three ciphers to the figures given in the table the quantities will be expressed in bushels. b Thousands of bushels of 60 pounds.

c Thousands of Winchester bushels.

d Sweden and Norway.

e Norway and other countries.

f This estimate appears to be for Hungary proper, while the other two are for the entire Hungarian kingdom, including Croatia-Slavonia.

g Including Eastern Roumelia.

h Including Turkey in Asia.

i Including a part of Asiatic Russia.

j Asia Minor and Syria, as parts of Asiatic Turkey, are included in the estimate for Turkey given above. See note h.

k India only.

Three estimates of the world's wheat crop of 1901 have already appeared, namely, the estimate of the Hungarian Ministry of Agricultural, that of Beerbohm's Evening Corn Trade List, published in London, and that of the Bulletin des Halles, published in Paris. The estimate first named is given in both metric centners and hectoliters. The second is given in quarters of 480 pounds, and the third in hectoliters. Hectoliters have been reduced to Winchester bushels, while metric centners and quarters of 480 pounds have been reduced to bushels of 60 pounds. The estimates were made in round numbers, often in millions of hectoliters, of metric centners, or of quarters, as one or another of these denominations was used. The quantities obtained by reducing either hectoliters or metric centners to bushels run into considerably lower orders of figures than were used in the original estimates, and thus tend to give an aggregated impression of the degree of exactness to which the estimates lay claim. Such an impression is guarded against to some extent by giving the results in thousands of bushels, but it needs to be borne in mind that in no case was an attempt made to estimate the crop of any country to within so small a quantity as 1,000 bushels.

PROVISIONS AND PACKING.

PORK PRODUCT.

In all lines of provisions the business of 1901 exceeded any previous year. The receipts of cattle, sheep and hogs are increasing each year, and the supply is only limited by the demand. A new plant for both beef and pork packing is being erected at the National Yards, and two new plants have recently been started on the West side.

The amount of pork products handled as shown by the receipts and shipments amounted to 789,538,496 pounds.

The packing on both sides of the river for the winter season of 1900-1901 was 667,000 head, and for the twelve months ending March 1st, 1901, 1,566,550 head. The summer packing of 1901 aggregated about 105,000 head as compared with 939,500 the previous season. The amount of product handled in this market for past four years was as follows:

	1898.	1899.	1900.	1901.
Received, pounds.....	288,106,490	324,837,690	354,004,110	398,554,600
Shipped, pounds.....	305,569,620	355,325,145	389,946,455	896,183,896
Totals, pounds.....	593,676,110	710,162,835	743,950,565	789,538,496

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city still holds fourth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1900-1901.	1899-90.	1898-99.	1897-98.
Chicago.....	7,268,515	7,119,440	8,016,675	6,747,265
Kansas City.....	2,981,288	2,621,727	3,107,053	3,184,896
Omaha.....	2,241,599	2,192,496	1,977,922	1,570,050
St. Louis.....	1,566,550	1,507,951	1,580,286	1,238,810
Indianapolis.....	1,185,600	1,145,252	1,098,556	968,569
Milwaukee & Cudahy.....	911,256	864,590	1,098,408	1,002,084
Sioux City.....	738,754	514,235	897,898	292,177
Cincinnati.....	617,082	656,244	696,059	635,143
St. Paul.....	514,385	894,093	854,485	173,110
Cedar Rapids.....	496,308	427,637	483,625	457,793
Cleveland.....	500,785	489,282	496,624	540,002
Louisville.....	360,425	897,975	459,521	384,238
Ottumwa.....	653,785	688,989	702,173	627,049
Nebraska City.....	114,962	238,923	288,816	216,460
St. Joseph.....	1,728,377	1,846,733	1,120,449	428,500
Fifteen places.....	21,869,621	20,602,517	21,878,545	18,480,575
All other.....	1,731,083	1,596,304	1,773,150	1,720,686
Aggregate.....	23,600,674	22,200,821	23,651,695	20,201,260

DRESSED BEEF.

By PHILIP H. HALE, Publisher National Farmer and Stock Reporter.

The year 1901 was a record breaker in the dressed beef trade of St. Louis. Having remained in a stationary condition for six years, after becoming an industry of considerable proportions, a gain in slaughter of 123,224 cattle and 10,668 calves over the previous year was gratifying to all concerned; especially so as the increased dressed beef shipments made a gain for the year of 56,635,720 pounds over and above the shipping record of the best former year.

The principal houses in this trade report considerable increase in both local and shipping orders, and assert that there need be no limit in this branch of commerce, provided a larger number of cattle and calves are available on the market.

The dressed beef trade handled 607,788 cattle and 60,774 calves in the year 1901, against a total of 484,564 cattle and 50,116 calves, receiving and slaughtering during the previous year and against 540,230 cattle and 58,330 calves the highest record in previous years.

The outward shipments satisfactorily account for the increased slaughter. The quantity of refrigerated dressed beef exported from the city in the year 1901 was 348,443,030 pounds, and represents an enormous output for an industry which is only in the thirteenth year. The gain is extraordinary under existing circumstances. The previous largest total was 293,807,310 pounds during the year 1900, and the average of the best six previous years was 268,000,000 pounds.

It appears as a remarkable coincidence that the arrivals of dressed beef from other cities, for consumption in St. Louis, in 1901 was multiplied by three; this can only be accounted for by the enlarged requirements of the increased population of the city.

The refrigerated dressed beef arrivals for consumption in St. Louis during the year in review amounted to 110,707,200 pounds, an increase of 75,247,110 pounds over the year 1900, and an increase of 46,094,860 pounds over the greatest quantity received during any previous year. It is regarded as a most favorable feature that receipts and shipments could increase in the same year.

The brevity of this report is due to highly satisfactory conditions. It is a simple record of St. Louis enlargement and progress.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1901.....	607,788	60,774	348,443,030	110,707,200
1900.....	484,564	50,116	293,807,310	85,460,100
1899.....	455,604	45,913	290,470,460	44,962,060
1898.....	459,051	49,794	277,755,720	48,286,850
1897.....	482,528	47,890	259,002,550	20,899,000
1896.....	540,230	58,330	248,746,200	17,847,900
1895.....	450,306	40,323	238,966,600	42,896,270
1894.....	355,677	32,609	196,059,375	64,612,340
1893.....	274,579	29,673	108,837,622	25,167,902
1892.....	180,790	8,531	68,071,698	25,584,464
1891.....	138,153	2,862	72,683,266	17,741,474
1890.....	131,134	2,735	65,987,353	22,790,102
1889.....	58,684	1,899	19,393,630	10,749,877

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1900.	1901.
By Chicago & Alton (Mo. Div.) R. R.....	6,754,600	29,236,300
By Missouri Pacific R. R.....	10,445,900	10,332,300
By Wabash (West) R. R.....	3,107,200	56,767,400
By Chicago & Alton (Main Line) R. R.....	107,200	502,800
By St. Louis, Keokuk & Northwestern R. R....	8,667,100	9,273,400
By Wabash (East) R. R.....	6,290,100	4,582,900
By Vandalia R. R.....	.....	12,100
By St. Louis, Iron Mountain & Southern R. R..	48,000	.....
By Cleveland, Cincinnati, Chicago & St. L. R.R.	40,000	.....
Total pounds	35,460,100	110,707,200

SHIPMENT OF DRESSED BEEF IN POUNDS.

	1900.	1901.
Missouri Pacific R. R.....	.....	41,700
Chicago & Alton Mo. Div.....	.....	30,000
Missouri, Kansas & Texas R. R.....	.....	608,650
St. Louis, Keokuk & Northwestern R. R.....	.....	195,260
Toledo, St. Louis & Western Ry.....	42,000	70,787,980
Chicago, Burlington & Quincy R. R.....	26,000	28,700
St. Louis & San Francisco R. R.....	24,000	.....
St. Louis Southwestern R. R.....	29,400	49,960
St. Louis, Iron Mountain & Southern R. R.....	1,454,800	2,814,465
Illinois Central R. R.....	6,307,180	18,026,870
Louisville & Nashville R. R.....	716,670	6,048,715
Southern Railway.....	40,000	20,250
Baltimore & Ohio Southwestern R. R.....	9,017,370	10,926,225
Chicago & Alton R. R.....	113,609,630	76,864,460
Cleveland, Cincinnati, Chicago & St. Louis R. R.	43,917,600	53,720,700
Vandalia R. R.....	34,967,600	42,064,520
Wabash R. R. (East).....	79,445,940	69,673,420
Mobile & Ohio R. R.....	1,553,760	304,665
Louisville, Henderson & St. Louis R. R.....	2,352,450	6,063,690
River.....	302,910	273,860
Total pounds	293,807,310	348,443,080

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,538,360	"
"	"	"	"	1900	"	1,782,560	"
"	"	"	"	1901	"	2,419,140	"

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1901 AND COMPARISONS WITH PREVIOUS YEARS.

RECEIPTS.				SHIPMENTS.				
B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	B'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	
Chicago & Alton R. R. Missouri Div.	185	1,835,700	41,521,100	11,676,700	.....	175,000	80,000	26,600
Missouri Pacific R. R.	120	2,590,400	29,883,800	5,980,800	438	899,060	769,645	4,554,910
St. Louis & San Francisco R. R.	.....	1,042,500	1,331,600	24,900	.....	24,000	2,898,060	1,045,800
Wabash R. R. (West)	1,460	8,775,900	97,255,600	16,481,300	.....	814,000	2,800	116,905
Missouri, Kansas & Texas R. R.	.....	438,200	1,839,400	575,600	27	278,835	638,870	523,900
St. Louis Southwestern R. R.	.....	.....	.....	.....	.....	287,720	1,140,800	869,145
St. Louis, Iron Mountain & Southern R.R.	.....	.....	55,000	.....	1,011	8,611,980	26,207,145	12,248,400
Illinois Central R. R.	.....	.....	566,900	63,600	6,301	6,264,870	90,340,925	12,046,440
Louisville, Henderson & St. L. R. R.	.....	1,000	28,300	600	.....	347,740	6,890,900	2,183,680
Louisville & Nashville R. R.	.....	.....	4,000	14,800	4	1,293,910	16,996,485	2,283,970
Mobile & Ohio R. R.	.....	.....	4,600	500	200	909,690	7,061,210	1,166,170
Southern Railway	.....	.....	.....	.....	200	8,203,148	9,987,680	16,749,985
Baltimore & Ohio's W. R. R.	.....	186,400	15,704,500	2,098,800	98	8,066,600	9,064,470	4,621,580
Chicago & Alton R. R.	100	.....	.....	.....	265	4,277,100	10,695,250	5,798,515
Cleveland, Cin., Chicago & St. L. R. R.	.....	.....	752,500	43,800	275	10,804,430	8,897,100	8,985,060
Wendland & Terre Haute R. R.	.....	80,400	14,886,200	4,905,700	990	7,480,080	2,940,270	1,488,705
Wabash R. R. (East)	2,830	.....	.....	.....	10	11,488,945	5,888,440	16,919,825
Toledo, St. Louis & Western R. R.	500	.....	981,200	.....	100	4,101,660	47,022,680	7,602,285
Chicago, Peoria & St. Louis R. R.	.....	.....	8,550,000	159,000	500	.....	24,000	.....
Chi., Burl. & Quincy R. R.	1,115	2,426,200	112,414,100	13,662,600	.....	43,175	288,830	280,625
St. Louis, Keokuk & Northwestern R. R.	18	.....	.....	6,900	.....	489,480	48,730	57,705
Upper Mississippi River	.....	.....	.....	2,600	.....	2,640	2,078,070	604,010
Lower "	.....	.....	.....	.....	15	5,825	24,255	10,200
Illinois "	.....	.....	.....	.....	.....	78,078	506,634	117,198
Missouri "	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumberland & Tenn. Rivers.	.....	.....	.....	.....	.....	.....	.....	.....
Total	6,028	12,341,900	324,294,000	55,573,890	10,526	58,825,871	287,203,064	98,655,501
" 1901	11,860	11,756,800	292,051,600	47,984,410	14,011	51,886,650	290,988,090	115,009,653
" 1899	13,848	8,652,600	265,947,600	53,792,420	12,860	53,789,820	212,211,910	108,908,215
" 1898	10,011	16,857,600	211,688,700	57,577,100	17,718	47,397,845	170,680,826	90,176,199
" 1897	4,779	21,966,200	285,224,700	57,523,800	10,746	47,843,270	189,698,851	89,588,747
" 1896	4,286	11,614,800	160,366,100	53,007,900	17,492	40,769,580	171,407,610	94,576,647
" 1895	2,965	14,370,800	173,425,800	57,969,100	16,286	38,771,062	208,100,411	94,781,066
" 1894	3,664	10,649,000	180,864,000	27,673,000	16,968	37,433,566	238,198,241	90,083,732
" 1893	8,516	8,137,940	177,785,600	34,466,285	10,863	21,051,563	190,666,466	71,676,953
" 1892	10,390	11,949,874	326,563,564	54,666,562	20,869	36,732,107	246,069,713	85,713,571

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

RECEIPTS FOR THIRTY-ONE YEARS.				SHIPMENTS FOR THIRTY-ONE YEARS.			
Year.	Pork Bbls.	Hams, Meats, Lbs.	Lard, Lbs.	Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.
1901.....	6,028	836,635,900	55,573,380	1901.....	10,526	255,528,405	98,655,501
1900.....	11,380	803,847,500	47,994,410	1900.....	14,011	272,274,710	115,009,655
1899.....	13,343	269,519,100	52,792,420	1899.....	12,880	275,971,780	106,906,215
1898.....	10,111	228,626,300	57,577,100	1898.....	17,718	212,028,070	90,175,130
1897.....	4,176	807,193,900	67,222,900	1897.....	10,176	230,914,601	98,828,778
1896.....	4,235	171,969,400	23,707,600	1896.....	17,492	212,163,700	84,875,547
1895.....	2,965	187,696,200	26,939,100	1895.....	15,186	241,814,093	94,731,066
1894.....	36,640	201,513,000	27,878,000	1894.....	15,668	252,425,847	90,088,732
1893.....	3,516	185,886,620	23,436,285	1893.....	10,683	211,618,018	71,675,953
1892.....	10,220	237,703,808	24,696,352	1892.....	20,369	282,827,819	82,718,571
1891.....	3,658	254,647,888	37,417,885	1891.....	26,521	273,174,494	80,382,032
1890.....	5,528	269,769,823	32,463,302	1890.....	40,989	294,392,724	77,575,403
1889.....	2,679	189,001,764	24,869,848	1889.....	29,447	228,596,860	80,878,808
1888.....	6,431	133,588,847	15,187,970	1888.....	24,901	163,352,336	78,154,931
1887.....	5,275	94,679,080	18,956,881	1887.....	38,281	148,984,139	69,406,458
1886.....	6,667	67,353,334	11,924,131	1886.....	46,816	117,302,729	48,710,130
1885.....	6,632	81,454,040	8,906,586	1885.....	66,316	128,709,562	47,137,038
1884.....	9,050	75,946,821	10,742,561	1884.....	57,194	132,563,029	50,445,090
1883.....	9,656	119,365,201	9,975,552	1883.....	75,239	163,150,959	43,740,070
1882.....	78,602	92,317,813	18,480,610	1882.....	100,139	140,785,135	39,829,146
1881.....	17,692	77,736,968	16,526,606	1881.....	71,826	139,012,260	43,449,768
1880.....	13,658	77,376,418	8,248,208	1880.....	79,416	146,362,997	38,004,829
1879.....	32,113	92,983,380	8,415,176	1879.....	89,385	159,398,870	38,925,903
1878.....	59,300	58,611,064	7,019,741	1878.....	112,375	125,602,088	40,452,505
1877.....	45,482	48,203,972	7,067,001	1877.....	108,768	119,955,382	34,735,796
1876.....	45,632	50,290,716	6,067,325	1876.....	86,141	106,803,076	29,292,879
1875.....	46,547	51,556,146	6,732,320	1875.....	95,503	105,809,508	24,145,176
1874.....	55,453	52,104,389	6,877,560	1874.....	90,343	133,486,380	27,112,270
1873.....	57,476	50,071,760	8,981,820	1873.....	105,876	184,399,770	37,156,810
1872.....	60,297	63,434,890	11,288,890	1872.....	114,329	147,141,960	33,943,860
1871.....	88,442	57,604,350	10,093,460	1871.....	131,732	123,665,060	30,750,470

STOCK OF PROVISIONS AT ST. LOUIS ON DATES NAMED.

Articles.	March 1, 1900.	March 1, 1899.	March 1, 1898.	March 1, 1897.	March 1, 1896.
Pork, bbls.....	1,379	3,987	2,408	1,204	3,229
Lard, tierces.....	5,013	18,285	5,626	5,990	8,965
Shoulders, pounds..	1,427,060	1,766,543	2,031,231	893,000	1,763,939
Sides, pounds.....	4,080,467	10,785,504	4,782,119	7,943,000	9,673,349
Hams, pounds.....	9,687,700	10,207,789	8,465,680	6,547,500	8,191,862
Bellies.....					3,528,817
Other cuts.....	3,928,630	6,451,228	4,868,404	2,890,000	1,062,827

GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1900-1901, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

WINTER SEASON.

November 1 to March 1—	1900-01.	1899-1900.
Number of hogs packed.....	9,277,750	8,675,878
Increase	601,872	
Average live weight, lbs.....	230.31	235.67
Decrease.....	5.36	
Average yield of lard, lbs.....	34.16	35.97
Decrease.....	1.81	
Percentage yield of lard.....	14.83	15.26
Decrease.....	.43	
Cost of hogs, 100 lbs., alive.....	\$5.02	\$4.29
Increase .....	.73	
Aggregate live weight, lbs.....	2,136,854,000	2,044,678,000
Increase	92,176,000	
Green meats made, lbs.....	1,196,688,000	1,145,020,000
Increase	51,618,000	
Lard made, lbs.....	816,923,000	812,064,000
Increase	4,859,000	
Total meats and lard, lbs.....	1,513,561,000	1,457,104,000
Increase	56,457,000	
Aggregate cost of hogs	\$107,248,000	\$87,713,000
Increase.....	\$19,535,000	
Tierces of lard, 330 lbs.....	966,400	945,700
Increase	14,700	
Meat pork made, barrels.....	60,885	63,910
Decrease.....	3,025	
Other pork, barrels.....	158,840	125,965
Increase	32,875	
Pork of all kinds, barrels	219,225	189,875

SUMMER SEASON.

March 1 to November 1—	1900.	1899.
Number of hogs packed.....	14,822,924	13,524,943
Increase.....	797,981	
Average live weight, lbs.....	228.74	231.48
Decrease.....	2.72	
Average yield of lard, lbs.....	34.12	35.66
Decrease.....	1.54	
Percentage yield of lard.....	14.92	15.40
Decrease.....	.48	
Cost of hogs, 100 lbs., alive.....	\$5.12	\$4.00
Increase.....	\$1.12	
Aggregate live weight, lbs.....	3,276,222,000	3,130,575,000
Increase.....	145,647,000	
Green meats made, lbs.....	1,834,684,000	1,758,122,000
Increase.....	81,562,000	
Lard made, lbs.....	488,780,000	482,869,000
Increase.....	6,411,000	
Total meats and lard, lbs.....	2,323,464,000	2,235,491,000
Increase.....	87,973,000	
Aggregate cost of hogs.....	\$167,484,000	\$125,145,000
Increase.....	\$42,380,000	
Tierces of lard, 330 lbs.....	1,481,100	1,461,700
Increase.....	19,400	
Meas pork made, barrels.....	14,290	10,940
Increase.....	3,350	
Other pork, barrels.....	188,660	163,650
Increase.....	20,010	
Pork of all kinds, barrels.....	202,950	179,590

TOTAL FOR TWELVE MONTHS.

Year ending March 1—	1900-1901.	1899-00
Number of hogs packed.....	23,600,674	22,200,821
Increase.....	1,399,853	
Average live weight, lbs.....	239.36	233.11
Decrease.....	3.75	
Average yield of lard, lbs.....	34.14	35.78
Decrease.....	1.64	
Percentage yield of lard.....	14.88	15.35
Decrease.....	.47	
Cost of hogs, 100 lbs., alive.....	\$5.07	\$4.11
Increase.....	.96	
Aggregate live weight, lbs.....	5,413,076,000	5,175,253,000
Increase.....	237,823,000	
Green meats made, lbs.....	3,031,322,000	2,898,142,000
Increase.....	133,180,000	
Lard made, lbs.....	805,708,000	794,453,000
Increase.....	11,250,000	
Total meats and lard, lbs.....	3,837,025,000	3,692,595,000
Increase.....	144,430,000	
Aggregate cost of hogs.....	\$274,662,000	\$212,858,000
Increase.....	\$61,824,000	
Tierces of lard, 330 lbs.....	2,441,500	2,407,400
Increase.....	34,000	
Meas pork made, barrels.....	75,175	74,850
Increase.....	825	
Other pork, barrels.....	347,000	294,615
Increase.....	52,385	
Pork of all kinds, barrels.....	422,175	369,465

WINTER PACKING AT ST. LOUIS FOR THIRTY SEASONS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1900-1901.....	667,000.....	210 gross.	33.....	\$5.03.....
1899-1900.....	618,658.....	210 ..	30.10.....	4.80.....
1898-99.....	729,066.....	208 ..	32.25.....	8.48.....
1897-98.....	596,440.....	205 ..	32.....	8.54.....
1896-97.....	419,588.....	214.36 ..	38.47.....	8.30.....
1895-96.....	387,697.....	234.73 ..	33.03.....	8.68.....
1894-95.....	378,163.....	228.61 ..	31.55.....	4.28.....
1893-94.....	255,084.....	224.38 ..	33.83.....	5.26.....
1892-93.....	226,306.....	219.04 ..	31.30.....	6.47.....
1891-92.....	250,483.....	224.30 ..	31.84.....	4.02.....
1890-91.....	321,333.....	241.91 ..	33.41.....	5.65.....
1889-90.....	348,810.....	241.48 ..	32.16.....	8.69.....
1888-89.....	336,176.....	253.43 ..	32.13.....	4.95.....
1887-88.....	369,790.....	233.05 ..	30.21.....	5.14.....
1886-87.....	370,966.....	245.43 ..	35.49.....	4.30.....
1885-86.....	369,180.....	257.21 ..	34.39.....	3.74.....
1884-85.....	442,067.....	259.74 ..	34.60.....	4.38.....
1883-84.....	339,332.....	249.70 ..	33.45.....	5.30.....
1882-83.....	337,004.....	239.31 ..	34.53.....	6.33.....
1881-82.....	316,379.....	253.97 ..	33.13.....	6.21.....
1880-81.....	474,159.....	250.86 ..	35.56.....	4.63.....
1879-80.....	577,793.....	258.18 ..	36.06.....	4.06.....
1878-79.....	639,361.....	264 ..	40.45.....	3.23.....
1877-78.....	599,540.....	270 ..	38.30.....	3.96.....
1876-77.....	414,747.....	255 ..	32.55.....	5.70.....
1875-76.....	339,336.....	268.47 ..	36.56.....	7.17.....
1874-75.....	463,346.....	240 ..	30.....	7.00.....
1873-74.....	463,798.....	261.53 ..	34.18.....	.....
1872-73.....	538,000.....	260 ..	34.50.....	.....
1871-72.....	419,063.....	263.15 ..	35.17.....	.....

SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1901.....	1,085,000.....	190.....
1900.....	939,500.....	205.....
1899.....	894,298.....	207.....
1898.....	851,200.....	207.50.....
1897.....	712,870.....	212.77.....
1896.....	676,975.....	208.55.....
1895.....	449,680.....	220.....
1894.....	496,298.....	222.80.....
1893.....	333,789.....	218.....
1892.....	304,428.....	228.....
1891.....	318,705.....	218.74.....
1890.....	356,788.....	222.24.....
1889.....	390,792.....	233.14.....
1888.....	346,221.....	235.....
1887.....	318,591.....	245.....
1886.....	351,048.....	245.....
1885.....	244,004.....	243.....
1884.....	299,814.....	230.80.....
1883.....	326,000.....	235.....
1882.....	315,176.....	217.86.....
1881.....	330,070.....	235.....
1880.....	410,080.....	240.....
1879.....	350,000.....	250.....
1878.....	143,000.....	255.....
1877.....	143,377.....	247.....

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1900-1901.....	1,566,550 hogs.
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,580,286 "
" " 1897-98.....	1,288,810 "
" " 1896-97.....	1,069,583 "
" " 1895-96.....	837,877 "
" " 1894-95.....	869,468 "
" " 1893-94.....	578,878 "
" " 1892-93.....	530,634 "
" " 1891-92.....	684,188 "
" " 1890-91.....	648,100 "
" " 1889-90.....	739,602 "
" " 1888-89.....	683,457 "
" " 1887-88.....	683,881 "
" " 1886-87.....	721,914 "
" " 1885-86.....	613,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	607,123 "
" " 1882-83.....	583,180 "

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1878-79.....	7,480,648	317 14	39.40	2.85
1879-80.....	6,960,451	312.94	38.82	4.18
1880-81.....	6,919,466	307.71	35.65	4.64
1881-82.....	5,747,780	210.16	38.44	6.06
1882-83.....	6,133,312	313.62	35.43	6.23
1883-84.....	5,403,064	301.15	33.25	5.18
1884-85.....	6,460,240	266.51	36.02	4.29
1885-86.....	6,298,995	268.98	35.23	3.65
1886-87.....	6,489,009	251.51	33.54	4.19
1887-88.....	5,931,181	242.30	31.06	5.04
1888-89.....	5,433,863	263.46	34.76	4.39
1889-90.....	6,663,802	250.92	36.87	3.66
1890-91.....	8,173,126	239.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.91
1892-93.....	4,663,520	237.73	31.66	6.54
1893-94.....	4,834,063	248.30	36.07	5.36
1894-95.....	7,191,520	232.73	33.63	4.28
1895-96.....	6,315,800	240.71	35.53	3.68
1896-97.....	6,949,090	244.80	36.94	3.80
1897-98.....	8,440,785	235.85	34.73	3.53
1898-99.....	9,720,145	232.65	35.53	3.52
1899-1900.....	8,676,878	235.67	35.97	4.29
1900-1901.....	9,277,750	230.31	34.16	5.02

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gross wt.	Av. Yield Lard.
1888	2,781,086	245.21	25.77
1889	4,058,886	234.58	23.44
1890	4,964,572	234.58	23.44
1891	4,644,008	238.28	24.01
1892	5,611,526	227.60	20.98
1893	5,315,122	231.85	21.85
1894	6,881,501	245.23	25.94
1895	9,540,008	255.47	26.20
1896	6,696,898	231.76	21.29
1897	7,757,110	232.42	21.28
1898	6,721,000	240.41	24.64
1899	8,812,125	238.98	23.05
1900	8,194,835	236.52	23.10
1901	9,979,898	240.76	40.61
1902	11,760,476	239.12	36.41
1903	18,931,550	231.26	32.24
1904	15,542,948	231.65	35.66
1905	14,822,924	228.74	34.12
1906			

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

Years.	Summer.	Winter.	Total.	Years.	Summer.	Winter.	Total.
1900-1901	14,822,924	9,277,750	23,600,674	1891-92	6,696,898	7,761,216	14,457,614
1899-1900	18,624,943	8,673,878	22,200,821	1890-91	9,540,008	8,175,126	17,715,134
1898-99	13,931,550	9,720,145	23,651,695	1889-90	6,881,501	6,653,802	13,535,303
1897-98	11,760,476	8,440,785	20,201,260	1888-89	5,315,122	5,483,852	10,798,974
1896-97	9,979,898	6,949,090	16,928,978	1887-88	5,611,526	5,921,181	11,532,707
1895-96	8,194,835	6,815,800	15,010,635	1886-87	5,644,003	6,480,009	12,083,012
1894-95	8,812,125	7,191,520	16,003,645	1885-86	4,964,572	6,298,995	11,263,567
1893-94	6,720,924	4,884,082	11,605,006	1884-85	4,058,868	6,460,340	10,519,108
1892-93	7,757,110	4,633,520	12,390,630	1883-84	3,781,036	5,402,064	9,183,100

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, Erie, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

YEAR.	Summer.	Winter.	12 months.
1900-1901	1,683,000	1,077,000	2,760,000
1899-1900	1,996,000	1,096,000	3,092,000
1898-99	1,895,000	1,269,000	3,164,000
1897-98	1,883,600	1,188,500	3,072,100
1896-97	1,659,800	1,131,100	2,790,900
1895-96	1,546,500	1,056,000	2,602,500
1894-95	1,863,000	1,235,500	3,098,500
1893-94	1,638,205	1,063,029	2,701,234
1892-93	1,989,720	1,026,310	3,016,030
1891-92	1,658,409	1,113,754	2,772,163
1890-91	1,473,961	1,066,200	2,540,161
1889-90	1,378,520	969,813	2,388,333
1888-89	1,231,069	859,494	2,090,563
1887-88	1,306,849	951,708	2,258,557
1886-87	1,113,410	807,115	1,920,525
1885-86	991,448	687,810	1,679,258
1884-85	935,238	614,516	1,549,754
1883-84	848,158	628,294	1,476,447

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1901,
As reported by Mr. O. P. Austin, Chief of Bureau of Statistics, Washington, D. C.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF, Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or Pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
Baltimore	3,186,190	2,873,940	2,832,097	4,108,885	16,943,503	4,325,269	12,898,979	95,669,618
Boston and Charleston....	4,986,486	188,708,902	5,848,377	5,043,052	94,682,385	109,953,076	71,645,861	88,611,159
Newport News	296,004			784,708		13,807	144,563	20,534,528
New York	27,091,243	202,854,377	38,558,018	30,873,430	230,415,305	54,849,975	42,882,371	265,173,887
Norfolk and Portsmouth....	3,900			141,680				2,371,083
Philadelphia	7,391,631	9,719,560	2,799,006	6,019,745	37,573,428	15,426,691	3,617,859	52,191,737
Portland, Me	4,246,175	2,668,197	618,078	184,141	31,085,140	28,823,284	1,968,453	31,306,866
Mobile	88,134		61,424	9,131	16,502	3,487,796	6,623,274	8,606,564
New Orleans	1,741,711	2,344	657,215	1,368,193	1,018,929	905,997	1,832,904	8,766,455
San Francisco	626,475		51,890	2,869,536	379,818	535,392	33,890	569,424
Northern Border Districts ..	8,048,461	696,558	1,792,091	6,280	21,202,520	7,762,278	8,944,667	19,483,911
Other Districts	687,264	1,814,013	1,838,476	438,014	5,302,807	4,369,509	18,105,795	14,191,004
Total Exports, 1901	53,239,532	354,421,731	52,538,512	51,846,765	447,630,337	290,456,004	168,212,115	607,266,176
" " 1900	51,916,745	336,366,576	56,331,147	92,555,436	469,924,838	196,048	166,491,532	604,473,672
" " 1899	49,398,218	322,685,690	46,065,647	97,054,411	558,006,888	516,546,559	171,615,148	690,085,669
" " 1898	37,896,632	267,458,906	43,724,798	106,819,100	619,633,265	230,011,750	147,231,664	736,686,222
" " 1897	42,804,881	379,893,590	43,854,117	95,619,088	578,093,823	171,956,663	73,949,599	638,360,611
" " 1896	61,168,927	263,925,463	35,898,298	85,449,098	426,859,660	164,912,852	63,869,513	529,230,203
" " 1895	61,468,112	184,335,114	65,092,723	24,577,117	455,580,861	110,830,526	70,129,941	517,368,756
" " 1894	59,524,794	204,314,990	65,890,094	84,576,587	440,544,068	90,945,141	68,675,407	479,708,309
" " 1893	63,710,639	173,997,468	54,307,218	62,333,889	347,686,890	81,775,513	50,564,673	341,684,008
" " 1892	90,112,775	232,963,363	70,360,663	87,022,614	523,456,670	83,296,622	78,136,253	463,910,065

WEEKLY PRICES OF PROVISIONS FOR 1901.

DATE.	PORK.		LARD.		D. S. CLEAR BEEF.		BACON. CLEAR BEEF.	
	Mess.		Prime Steam.		Bulk.		Packed.	
	\$	c.	\$	c.	\$	c.	\$	c.
January 5.....	13	75	7 00	@7 50	6 87½	@7 00	7 87½	
12.....	14	50	7 15		7 00	7 25	8 00	
19.....	14	50	7 15		7 25		8 12½	
26.....	14	50	7 15		7 25		8 12½	
February 2.....	14	50	7 17½		7 25		8 12½	
9.....	14	50	7 25		7 25		8 12½	
16.....	14	50	7 25	7 27½	7 25		8 12½	
23.....	14	50	7 25		7 25		8 12½	
March 2.....	14	50	7 25		7 25		8 12½	
9.....	15	00	7 42½		7 50		8 25	
16.....	15 87½		7 55		7 87½		8 63½	
23.....	15 40		7 77½	7 80	8 25		9 00	
30.....	15 50	@16 00	8 15		8 87½		9 12½	
April 6.....	14 87½	16 00	8 85		8 50		9 25	
13.....	15 75	15 87½	8 25		8 50		9 25	
20.....	15 50	15 75	8 07½		8 87½		9 12½	
27.....	15 75		8 15		8 50		9 25	
May 4.....	15 75	16 00	7 85		8 50		9 25	
11.....	15 50	15 75	7 80		8 50		9 25	
18.....	15 50	15 75	8 00		8 50		9 25	
25.....	15 75		8 02½		8 87½		9 12½	
June 1.....	15 75		8 07½		8 87½		9 12½	
8.....	15 75		8 27½		8 87½		9 12½	
15.....	15 75		8 40		8 87½		9 87½	
22.....	15 75		8 55		8 87½		9 87½	
29.....	15 75		8 50		8 87½		9 87½	
July 6.....	15 75		8 42½		8 87½		9 87½	
13.....	15 50	15 75	8 50		8 87½		9 87½	
20.....	15 50	15 75	8 45		8 25		9 25	
27.....	15 50	15 75	8 42½		8 87½		9 87½	
August 3.....	15 50	15 75	8 62½		8 87½		9 87½	
10.....	15 50	15 75	8 55½		8 87½		9 87½	
17.....	15 50	15 75	8 65		8 62½		9 62½	
24.....	15 75		8 75	8 77½	8 75		9 75	
31.....	15 75		8 80		8 62½	8 75	9 62½	@9 75
September 7.....	16 00		9 10		8 87½		9 62½	
14.....	16 00		9 22½	9 25	9 00		9 87½	
21.....	16 00	16 25	9 85		9 12½		10 00	
28.....	16 00	16 25	9 87½		9 12½		10 00	
October 5.....	16 00		9 75		9 00		10 00	
12.....	15 75	16 00	9 82½		8 62½		9 62½	
19.....	15 50		9 27½		8 62½		9 62½	
26.....	15 50		8 87½		8 50		9 50	
November 2.....	15 00		8 50		8 25		9 12½	
9.....	14 50		8 42½		8 25		9 12½	
16.....	14 65		8 87½		8 25		9 12½	
23.....	15 85		8 67½		8 87½		9 25	
30.....	16 00		9 45½		8 50		9 87½	
December 7.....	16 50		9 67½		8 50		9 87½	
14.....	16 20	16 25	9 72½		8 50		9 87½	
21.....	16 10		9 57½		8 50		9 87½	
28.....	16 40		9 65		8 75		9 62½	

LIVE STOCK.

By E. S. McINTYRE, Assistant Editor of the Daily National Live Stock Reporter.

The year 1901 was a record breaker in the Live Stock market at St. Louis. The receipts of cattle and hogs were the largest on record, while the sheep and the horse and mule arrivals were the second largest ever received. Cattle arrivals were almost 200,000 head larger than ever before, hog arrivals 80,000 head larger, sheep a few thousand below the record but over 100,000 larger than in 1900, while the horse and mule figures are about 20,000 less than last year. The grand total of stock received during the year shows an increase of over 300,000 head compared with 1900. While the receipts have been increasing the demand has also grown, and the Live Stock market at St. Louis at the close of the year 1901 holds a much stronger position compared with other markets than ever before. The demand during the year was not only larger but more uniform than ever before, and the arrivals each day, as a rule, were well cleaned up, and many times the demand was not satisfied. Not only has the demand at this market from the great packing houses grown, but local butchers, which is a larger figure in the trade here than anywhere else in the United States, bought more stock than any year in the past. In former years a liberal number of stock were forwarded to other markets, because either they did not receive any bids or else those received were too low to accept, but during the year 1901 the per cent. of stock forwarded was the smallest ever known, in fact hardly worthy of mention, while the number received from other markets and sold here was larger than any previous year. Not only was the number of head received and sold larger than during 1900, but values in every branch of the trade were on a higher basis, making the volume of business done in dollars and cents much larger than ever in the history of the trade. One of the greatest achievements of the year and which bespeaks well for the future was the erection of a new plant here for the slaughter of all kinds of live stock, to cost over a million dollars, which will be in operation during the early part of 1902. This, of course, will necessitate an increase in the receipts in all departments in order to meet the demand.

NATIVE CATTLE.

The native cattle trade during the past year was the most satisfactory ever known at this market from every standpoint. All classes of cattle were received in larger numbers and prices realized were the highest for many years, especially on good quality fat butcher and export steers.

The highest price realized during 1900 was \$6.50 per 100 pounds, while \$8.00 was paid for a load of 1,348 pounds Christmas steers on December 11th, 1901, and nine different weeks steers sold at \$6.75 or better, and of course other butcher cattle in proportion. The volume of business done in the stocker and feeder line also showed great improvement over former years, and feeders from Illinois and Eastern states have realized more strongly during the past year the advantages of this market. Another noticeable feature of the trade was the improvement in quality of the stock marketed over those coming a few years ago, farmers being more thoroughly convinced that "good blood will tell."

SOUTHERN CATTLE.

In the southern or quarantine department the arrivals show a gain over 1900 of 2,000 cars or about 50,000 head. This increase came principally from the Indian Territory and Texas. A total of 17,804 cars of southern cattle were received, which is more than received by all other markets combined. Values were also higher than in 1900, the best fed steers selling up to \$5.40, grass steers up to \$4.90, and the general range averaging better. Like their brethren from the North, the ranch owners and stock men in the southern states are fast realizing the necessity of better cattle, and the improvement in the offerings during the past year was more marked than ever before. All things considered there is but one market for southern cattle and that one is located at St. Louis.

HOGS.

Again the record was broken in the number of hogs received, the total being about 80,000 head larger than in 1900, which was the previous best year, and bringing the total for 1901 up to 2,236,945 head. A noticeable feature of the trade was that the general average weight of the hogs was much below former years, caused by the drouth in the great corn belt. Farmers having made only a small proportion of what would be called a good crop, were forced to market their hogs much earlier than they intended and before they were mature. During the closing months of the year good corn fed hogs 250 pounds average and above were very scarce, the number arriving not being more than one tenth as large as in former years, while the proportion of lights was much larger and never were so many pigs on the market. This condition caused a wide range in values and at the close of the year, while good to choice hogs were selling at \$6.70 per 100 pounds, lots of pigs were being bought at \$3.00 to \$4.50, with the very best at \$5.00, which is almost \$2.00 per 100 pounds less than the best hogs were bringing. During 1900 the range in values was not half this large. Butchers were more active in the trade than former years, which caused the competition for the good hogs to be keen and this fact had its influence to make them sell at a premium over the medium grades, and the city butchers bought almost twice as many hogs as ever before, and the fact that this trade was the largest at the close of the year is a good

indication for 1902. Local packers of course bought the greater proportion of the arrivals, and at all times were complaining that the supply of good hogs was not sufficient to allow them to kill as many as they would like and on several different occasions they were forced to get supplies from other points to fill urgent orders. Eastern concerns bought their usual number of lights and would have taken more good ones had they been available. At no time during the entire year was the receipts of good hogs of any weight sufficient to meet the demand, while the common kinds could not be sold without considerable trouble. In many parts of the territory tributary to St. Louis farmers have improved the quality of their hogs considerable during the past few years, but sections are still producing the old "razor back" and it appears that to them a hog is a hog or rather that a common pig is a hog. The year opened with the best hogs selling around \$5.25 per 100 pounds. Values gradually increased and \$6.00 was reached in March and \$7.00 by the first of September. On the 23rd of September the top was \$7.37½, the highest figure reached since early in 1893. During this time and the close of the year there was but little change and at the close \$6.70 was the top of the market, while the years 1900 and 1901 were both record breakers in this branch of the trade. Indications for the future are very promising as the demand will be much larger than ever before and this, of course, will cause values to be on a stronger basis compared with other markets. If shippers will keep themselves posted as to the condition of the market and ship good strictly corn fed hogs they will find the St. Louis market the place to get the largest net returns.

SHEEP.

No branch of the live stock trade in St. Louis has made so much improvement during the past few years as the sheep department. The receipts during 1901 were 100,000 head larger than 1900 and the third largest on record, but the greatest improvement has been in the demand. A few years ago a large per cent. of the receipts could not be sold at satisfactory prices, and had to be forwarded to other markets, but now supplies have to be got from other markets to fill urgent orders of local slaughters, consequently prices were at all times fully as high or often higher than at other points. Almost twice the number of good lambs and mutton sheep could be used at this market as have been received in former years. Of course, like all other branches of the trade, common and only fair grade stock do not meet with as strong demand as the better kinds; however, each year more sheep are bought here by countrymen for stocker and feeding purposes and all that cannot be used for mutton are disposed of in this manner.

If farmers, tributary to this market, would give the sheep industry a little more attention they would find it to their advantage. At no time in the history of the St. Louis market was the demand for all grades of sheep and lambs as large as at present, and future prospects are very encouraging. The year 1901 opened with the good lambs selling at \$5.50 to \$6.00 per 100

pounds, and the best sheep at \$4.00 to \$4.50. During the spring and early summer the best sheep sold up to \$5.10, but, of course, declined rapidly during the summer, and lots of good mutton sheep sold at \$3.00 to \$3.50 per 100 pounds. But little improvement was made during the latter part of the year, and at the close good mutton sheep were worth only \$3.50 to \$4.00, and the best lambs were selling at \$5.00 to \$5.75.

HORSES AND MULES.

The horse and mule market at St. Louis continues to be the largest in the world, although the volume of business during the past year was not quite so large as in 1900, but the same was also true in regard to other markets in the United States. One cause for the falling off in business was the high price of feed caused by the drouth. Nobody cared to buy a horse unless compelled to, and those that were forced to make purchases got along with just as few horses as possible, and put off obtaining them until forced to in order to carry on their business. The British government again bought liberal numbers of cavalry horses and pack mules for use in the South African war. During the first half of the year draft horses experienced a better demand than ever before, and good coach and driving animals were also ready sale. Foreign buyers were at all times on hand ready to take all the good chunks and other horses suitable to their trade.

The mule trade was in much the same condition as the horse business. During the early part of the year prices advanced, and good mules were \$25 to \$40 per head higher than any time during 1900, and on the highest basis for many years, dealers often remarking that it put them in mind of the "good old days." During the last half of the year values were on a slightly lower basis, but the principal trouble was the light demand. This is, however, expected to increase to a large extent during the first two or three months of the new year, and there is no question whatever that when the business in the horse and mule line becomes more active but that it will first be felt in the St. Louis market, and well it should, as it is here where the largest amount of business is done. All grades of horses can be secured quickly at this market, and several train loads of mules could be shipped out in a single day and not be missed, as frequently the number in dealers hands ranges from 20,000 to 25,000 head, including all grades, and affording purchasers a large assortment to make selections from.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR THIRTY-FOUR YEARS.**

YEAR.	RECEIPTS.				SHIPMENTS.			
	Cattle.	Sheep.	Hogs.	Horses & Mules	Cattle.	Sheep.	Hogs.	Horses & Mules
1901.....	969,881	584,115	2,286,945	149,716	252,749	77,476	406,024	119,938
1900.....	796,800	434,133	2,156,972	169,082	207,998	66,199	513,561	147,463
1899.....	766,032	432,566	2,147,144	130,236	224,177	97,722	578,067	108,772
1898.....	795,611	477,091	2,136,328	128,542	254,619	127,184	573,951	117,603
1897.....	990,763	660,380	2,065,283	105,570	367,664	212,759	838,319	97,548
1896.....	955,613	632,872	1,997,895	121,722	350,037	254,602	885,462	121,202
1895.....	851,275	510,660	1,440,342	77,820	274,738	119,768	605,319	81,926
1894.....	773,571	359,896	1,489,856	59,822	281,260	90,526	642,699	67,564
1893.....	903,257	397,725	1,105,108	46,834	473,966	231,476	575,846	55,931
1892.....	801,111	376,922	1,310,311	45,759	465,328	248,035	715,969	49,077
1891.....	779,499	402,989	1,380,569	55,975	464,794	277,856	704,378	66,891
1890.....	639,014	358,496	1,359,789	82,071	361,705	251,728	665,471	79,030
1889.....	508,190	358,495	1,120,930	78,104	297,879	255,375	420,310	65,399
1888.....	546,875	456,669	929,230	58,458	336,206	316,676	294,869	61,192
1887.....	464,828	417,425	1,052,240	57,048	277,406	287,018	324,735	59,222
1886.....	377,550	328,985	1,264,471	42,032	212,958	202,728	520,362	39,796
1885.....	386,320	362,858	1,455,535	39,385	233,249	233,391	789,487	35,610
1884.....	450,717	380,822	1,474,475	41,870	315,433	248,545	678,874	39,544
1883.....	405,090	398,612	1,151,785	44,913	249,523	217,370	609,388	44,543
1882.....	443,169	443,120	846,228	42,718	188,486	245,071	264,584	46,255
1881.....	503,862	334,426	1,672,153	42,365	293,092	170,395	889,909	43,794
1880.....	424,720	205,969	1,840,684	46,011	228,879	93,522	770,769	44,416
1879.....	420,654	182,648	1,762,724	33,289	226,255	88,083	686,099	36,947
1878.....	406,235	168,095	1,451,634	27,878	261,723	74,433	528,627	30,867
1877.....	411,969	200,562	896,319	22,652	251,566	87,569	314,287	25,157
1876.....	349,043	157,831	877,160	22,271	220,430	67,886	232,876	26,301
1875.....	335,742	125,679	628,569	27,516	216,701	37,784	126,729	28,675
1874.....	360,925	114,913	1,126,586	27,175	226,678	35,577	453,710	30,203
1873.....	279,678	86,434	973,512	.....	180,662	18,992	224,873	.....
1872.....	263,404	115,904	759,076	.....	164,870	29,540	188,700	.....
1871.....	199,527	118,899	633,370	.....	130,018	37,465	113,913	.....
1870.....	201,422	94,477	310,850	.....	129,748	11,649	17,156	.....
1869.....	124,665	96,626	344,848	.....	59,867	12,416	39,076	.....
1868.....	115,352	79,315	301,580	.....	37,277	6,415	16,277	.....

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1901.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules Head.	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.
Chicago & Alton R.R. (Mo. Div.).....	18,981	69,928	17,549	4,144	1,428	.....	128	826
Missouri Pacific R.R.	188,827	280,580	85,980	12,025	8,819	104	982	861
St. Louis & San Francisco R.R.	200,526	384,768	106,828	11,128	1,915	.....	685	1,880
Wabash R.R. (West).....	106,077	286,085	101,680	24,040	3,848	8,678	1,510	674
St. L., Kas. City & Colo. E. R.	2,945	13,983	8,260	1,869	195	.....	24	.....
Missouri, Kansas & Texas R.R.	269,115	158,200	28,580	4,278	2,890	486	442	298
St. Louis Southwestern R.R.	2,685	25,199	1,508	8,282	25	.....	27	.....
St. Louis, Iron Mountain & Southern R.R.	79,845	156,778	29,688	8,752	4,060	.....	1,686	5,188
Illinois Central R.R.	51,484	104,004	16,870	9,948	6,816	2,265	5,181	29,545
Louisville, Henderson & St. Louis R.R.	10,622	56,910	12,086	89	.....	77	2,456	16,901
Louisville & Nashville R.R.	10,569	40,888	9,268	8,725	5,167	.....	2,456	16,901
Mobile & Ohio R.R.	4,545	80,479	12,164	785	2,062	155	298	6,906
Southern Railway.....	4,248	21,768	11,021	594	8,180	7,218	1,878	1,878
Baltimore & Ohio S. W. R. R.	9,914	91,498	8,748	1,494	11,967	29,688	2,292	8,880
Chicago & Alton R.R.	4,127	89,477	8,000	8,497	82,054	9,909	88,904	2,656
Cleveland, Cin., Oh. & St. Louis R.R.	6,447	16,801	7,983	2,268	88,561	94,082	8,548	12,689
Vandalia R.R.	2,987	88,712	1,588	8,314	86,101	197,689	4,278	16,441
Wabash R.R. (East).....	2,824	5,775	8,888	4,285	24,812	7,681	12,648	7,477
Toledo, St. Louis & Western R.R.	2,869	69,988	7,888	4,478	8,489	54,919	1,560	1,560
Chicago, Peoria & St. Louis R.R.	4,820	77,084	5,768	1,872	18,400	1,645	1,298	5,492
Chicago, Burlington & Quincy R.R.	28,608	200,508	96,112	81,689	1,647	6,282	1,272	5,808
St. Louis, Keokuk & Northwestern R.R.	2,878	19,682	2,860	1,404	.....	.....	1,686	2,800
Upper Mississippi River.....	1,768	58,568	6,267	706	.....	.....	.....	.....
Lower Mississippi River.....	1,768	20,768	2,660	149	.....	.....	.....	.....
Illinois River.....	1,768	8,261	27	47	.....	.....	.....	.....
Missouri River.....	168	8,806	.....	20	.....	.....	.....	.....
Ohio, Cumberland & Tennessee Rivers Driven.....	15,802	21,008	8,622	15,454	2,751	.....	1,261	2,717
Total.....	989,881	2,286,945	594,115	149,716	262,749	406,024	77,476	119,988

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1901.**

1901. Month.	Receipts.					Shipments.				
	Cars.	Cattle.	Hogs.	Sheep.	Horses.	Cars.	Cattle.	Hogs.	Sheep.	Horses.
January ..	5,472	58,465	190,922	20,847	24,483	1,800	9,786	80,964	1,285	18,576
February ..	4,346	46,732	170,516	22,119	13,268	890	7,910	28,348	155	10,173
March	4,177	43,725	181,850	24,425	10,569	843	6,676	87,247	132	7,744
April	3,981	43,471	160,762	51,551	8,411	777	6,688	39,967	9,162	5,417
May	4,328	49,133	165,513	57,506	7,890	841	8,190	29,330	7,810	6,834
June	4,808	71,088	129,471	70,210	9,094	1,183	18,626	21,195	21,836	7,255
July	6,991	114,905	172,229	68,425	11,638	2,295	44,679	53,008	19,674	8,846
August	5,440	95,067	118,494	51,170	6,680	1,492	29,692	28,320	7,441	5,264
September ..	5,874	104,929	134,141	48,740	11,314	1,704	31,042	43,713	4,297	7,946
October	6,253	115,845	145,004	47,777	10,194	1,570	31,357	23,047	1,785	8,139
November	4,828	76,051	168,192	31,774	8,447	870	15,215	17,820	1,233	5,851
December ..	4,877	72,859	187,112	25,759	6,822	921	14,264	17,390	205	5,680
T ..	51,376	892,270	1,924,206	520,303	128,880	14,586	224,125	370,379	75,015	97,725

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT UNION STOCK YARDS
FOR THE YEAR 1901.**

1901. Month.	Receipts.				Shipments			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January	4,908	28,181	490	1,589	890	406	22	1,227
February	4,046	26,294	463	1,253	220	403	17	682
March	2,758	33,197	865	980	225	2,551	52	1,172
April	3,325	31,179	1,026	647	47	4,439	114	983
May	3,420	33,668	1,862	72	113	4,067	634	140
June	4,085	29,141	1,518	102	49	1,701	460	27
July	3,620	29,792	1,984	217	254	3,253	419	120
August	3,623	28,378	1,458	135	383	2,294	109	55
September	3,234	26,684	1,441	144	243	3,803	103	27
October	4,505	28,741	1,909	275	480	3,680	394	102
November	3,739	29,743	1,890	335	164	2,084	100	86
December	2,252	28,358	987	82	127	1,130	.....	147
Totals	43,625	353,286	15,363	5,614	2,695	80,167	2,424	4,768

WEEKLY PRICES OF LIVE STOCK FOR 1901.

From Daily National Live Stock Reporter.

DATE—1901.	CATTLE. Good to choice.		NATIVE SHEEP. Good to choice. Average.	HOGS.		
	Native Steers, 1,100 to 1,500.	Texas Steers.		Butchers.	Mixed Packers.	Lights.
January 5.....	5.00 @ 5.60	3.75 @ 4.60	4.00 @ 4.50	5.00 @ 5.20	4.90 @ 5.10	4.75 @ 4.90
12.....	4.75 5.40	3.75 4.75	4.00 4.35	5.20 5.42	5.00 5.25	4.80 5.10
19.....	5.00 5.60	3.40 4.75	3.75 4.25	5.20 5.45	5.00 5.80	4.90 5.15
26.....	4.75 5.60	3.50 4.60	4.00 4.50	5.20 5.45	5.05 5.80	5.00 5.15
February 2.....	4.75 5.50	3.60 4.75	4.10 4.50	5.25 5.45	5.05 5.80	5.00 5.15
9.....	5.00 5.65	3.75 4.60	4.10 4.50	5.30 5.50	5.20 5.40	5.10 5.25
16.....	5.00 5.65	3.75 4.75	4.00 4.50	5.35 5.52	5.25 5.45	5.10 5.30
23.....	4.75 5.60	3.70 4.65	4.00 4.50	5.40 5.65	5.20 5.40	5.10 5.30
March 2.....	4.90 5.60	3.60 4.65	4.00 4.50	5.40 5.65	5.25 5.50	5.15 5.35
9.....	5.00 5.60	3.60 4.65	4.20 4.65	5.50 5.85	5.40 5.60	5.25 5.50
16.....	4.75 5.45	3.75 4.60	4.25 4.75	5.80 6.15	5.75 5.90	5.65 5.80
23.....	4.80 5.40	3.80 4.60	4.50 5.00	6.00 6.20	5.80 6.00	5.60 5.85
30.....	4.80 5.50	3.90 4.95	4.75 5.10	6.00 6.25	5.80 6.10	5.70 5.90
April 6.....	4.75 5.45	3.80 5.20	4.75 5.10	6.00 6.25	5.90 6.15	5.80 6.00
13.....	4.90 5.65	3.95 5.15	4.75 5.10	6.00 6.25	5.95 6.15	5.85 6.00
20.....	5.00 5.85	4.25 5.15	4.25 4.75	5.80 6.10	5.75 6.00	5.65 5.85
27.....	5.00 5.85	4.00 5.25	4.25 4.75	5.70 5.95	5.60 5.80	5.50 5.70
May 4.....	4.90 5.70	4.25 5.25	4.00 4.50	6.00 5.85	5.80 5.75	5.40 5.60
11.....	4.90 5.75	4.50 5.20	4.25 4.75	5.70 5.95	5.60 5.85	5.45 5.65
18.....	4.80 5.60	4.25 5.40	4.25 4.75	5.75 6.00	5.60 5.80	5.50 5.70
25.....	5.00 6.00	4.75 5.20	4.25 4.75	5.75 6.05	5.70 5.90	5.50 5.70
June 1.....	5.00 5.80	4.70 5.00	4.15 4.60	5.75 6.00	5.70 5.90	5.55 5.75
8.....	5.00 6.00	4.65 5.20	4.00 4.50	5.75 6.05	5.70 5.95	5.60 5.80
15.....	5.10 5.95	4.70 5.40	3.75 4.25	6.00 6.80	5.85 6.10	5.75 6.00
22.....	5.00 5.75	4.15 5.00	3.25 3.85	5.80 6.15	5.75 6.00	5.65 5.85
29.....	5.00 5.75	4.25 4.85	3.25 3.85	6.15 6.40	6.00 6.25	5.90 6.10
July 6.....	5.00 5.80	4.00 4.50	3.00 3.25	6.00 6.27	6.00 6.20	5.90 6.10
13.....	4.75 5.50	3.75 4.50	3.25 3.75	6.00 6.20	5.95 6.15	5.80 6.00
20.....	5.00 5.80	3.75 4.25	3.00 3.25	5.90 6.10	5.80 6.00	5.70 5.90
27.....	5.25 6.85	3.25 4.00	3.25 3.75	6.00 6.25	5.90 6.15	5.75 6.00
August 3.....	5.50 6.25	3.25 4.20	3.00 3.40	6.00 6.15	5.80 6.05	5.70 5.90
10.....	5.50 6.85	3.25 3.95	3.00 3.55	5.80 6.10	5.75 6.00	5.65 5.85
17.....	5.50 6.85	3.80 4.20	3.20 3.50	5.90 6.20	5.80 6.05	5.70 5.90
24.....	5.00 5.80	3.50 4.10	3.10 3.40	6.00 6.85	5.90 6.20	5.80 6.00
31.....	5.00 5.70	3.60 4.35	3.25 3.75	6.50 6.75	6.00 6.60	6.15 6.40
September 7.....	5.00 6.75	3.50 4.10	3.00 3.25	6.75 7.00	6.60 6.80	6.50 6.70
14.....	5.20 6.00	3.25 3.75	3.25 3.65	6.70 6.95	6.60 6.80	6.50 6.70
21.....	5.00 5.75	3.50 4.20	3.00 3.25	7.00 7.22	6.75 7.00	6.60 6.85
28.....	5.50 6.40	3.25 4.15	3.00 3.25	7.00 7.37	6.85 7.10	6.75 7.00
October 5.....	5.50 6.55	3.25 4.00	3.10 3.85	6.90 7.10	6.80 7.00	6.70 6.90
12.....	5.75 6.70	3.40 4.50	3.10 3.40	6.85 6.85	6.20 6.40	6.00 6.20
19.....	5.50 6.65	3.40 4.80	3.15 3.40	6.40 6.70	6.20 6.50	6.10 6.30
26.....	5.60 6.75	3.80 4.10	3.15 3.50	6.00 6.25	5.90 6.15	5.85 6.00
November 2.....	5.75 6.75	3.50 4.25	3.20 3.60	5.90 6.20	5.80 6.10	5.75 5.90
9.....	5.75 6.85	3.75 4.65	3.25 3.75	5.75 6.00	5.60 5.80	5.50 5.70
16.....	5.60 6.75	4.25 5.40	3.15 3.60	5.60 5.85	5.45 5.75	5.30 5.50
23.....	5.75 7.00	4.00 4.75	3.25 3.75	5.75 6.00	5.50 5.70	5.60 5.70
30.....	5.50 6.75	4.80 5.35	3.20 3.60	6.00 6.80	5.75 6.00	5.60 5.80
December 7.....	5.50 7.25	4.00 5.80	3.25 3.75	6.10 6.40	6.00 6.25	5.80 6.00
14.....	6.00 8.00	4.00 5.25	3.25 3.75	6.25 6.60	6.25 6.40	6.00 6.25
21.....	6.00 8.25	3.90 5.00	3.50 4.00	6.40 6.70	6.25 6.50	6.00 6.25
28.....	5.50 6.80	4.00 5.05	3.50 4.00	6.50 6.75	6.25 6.50	6.00 6.25

TOBACCO.

LEAF.

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1901	52,127	9,698	1,775
1900	44,914	13,997	2,496
1899	66,302	11,586	5,658
1898	48,618	11,864	5,559
1897	53,850	9,059	7,709
1896	85,947	10,185	5,969
1895	48,642	9,478	5,886

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

MANUFACTURED.

St. Louis maintained its position as the place where more tobacco is manufactured annually than any other place in the world. The total amount manufactured in 1901 in the first Missouri district, of which nearly the entire amount is the output of St. Louis factories, was 82,010,863 pounds, against 79,294,957 pounds in 1900 and 66,873,197 pounds in 1899, and, if snuff is included, the amount would be 82,025,371 pounds. In addition to the amount manufactured in St. Louis, there was received 14,892,940 pounds from other points, making the total business of the year 96,913,311 pounds. Shipments were 90,932,879 pounds.

The output of cigars was 46,325,000, a falling off from previous years. The total number of cigars sold in this market during the year is placed at 250,000,000. The value of tobacco and cigars manufactured was fully \$45,000,000.

The Commissioner of Internal Revenue reports the total amount of tobacco manufactured in the United States in 1900 as 300,707,189 pounds, of which the first Missouri district produced 78,067,750 pounds, equal to nearly 26%.

The figures for 1901 are not now available, but as the St. Louis output of 1901 was considerably increased, doubtless the percentage for 1901 will correspondingly increase.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1900, And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

STATE AND DISTRICT.	Pounds Plug.	Pounds Fine Cut.	Pounds Smoking	Pounds Snuff.	Total Pounds, 1900.	Total Pounds, 1899.
Missouri.....1st.	72,136,787	78,015	5,842,989	14,959	78,067,750	66,950,500
Kentucky.....5th.	33,062,951		60,883	116,812	33,240,646	35,827,357
North Carolina...5th.	21,770,307		691,673		22,461,980	18,572,724
Virginia.....2nd.	14,384,116	2,225	4,853,541	25,848	19,215,730	18,736,936
Virginia.....6th.	6,476,036	5,650	596,213	614,227	7,692,126	10,981,237
New Jersey.....5th.	6,058,400	4,813,623	7,920,699	4,182,578	22,475,295	18,903,578
Michigan.....1st.	1,402,825	1,406,061	4,294,030	85,856	7,141,772	15,083,409
Maryland.....1st.			10,399,748	1,949,223	12,348,971	14,087,920
Ohio.....1st.	9,520,189	6,740	8,800,151	585	18,327,615	17,045,513
North Carolina...4th.	2,873,963		16,547,684	49,809	18,971,456	18,419,502
Illinois.....1st.	518,208	2,361,729	8,100,723	692,479	11,673,139	11,087,942
Other Districts.....	6,236,582	3,293,754	33,440,133	6,119,970	49,090,709	50,938,594
Total 1900	173,890,614	11,462,797	101,548,467	18,806,311	300,707,189	294,635,214
Total 1899	165,755,390	11,697,838	102,468,534	14,723,392	294,635,214	275,139,929
Total 1898	160,876,541	11,415,231	89,240,526	13,607,631	275,139,929	
Total 1897	156,730,336	12,127,268	85,463,194	18,768,455	297,089,311	
Total 1896	153,397,907	11,761,630	88,548,984	12,709,919	261,417,500	

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.		Tobacco manu- factured. Lbs	Am't tax paid.
Fiscal,	1873	5,441,873	\$1,084,000 08
"	1874	4,794,985	1,154,051 52
"	1875	6,334,408	1,317,583 26
"	1876	4,928,147	1,185,713 98
Calendar,	1877	5,484,431	1,319,036 16
"	1878	5,990,801	1,440,716 84
"	1879	8,670,496	1,477,960 00
"	1880	13,869,784	2,063,549 45
"	1881	17,334,869	2,751,307 00
"	1882	17,170,190	2,738,025 82
"	1883	23,825,739	2,919,433 19
"	1884	23,631,104	1,818,563 37
"	1885	28,517,401	2,235,028 08
"	1886	23,448,988	2,484,304 41
"	1887	40,334,675	3,222,774 09
"	1888	48,009,305	3,200,744 26
"	1889	44,984,637	3,597,173 89
"	1890	51,792,102	4,143,368 21
"	1891	50,334,436	3,023,686 84
"	1892	57,677,351	3,460,641 09
"	1893	50,435,947	3,027,986 87
"	1894	57,097,445	3,425,846 78
"	1895	57,447,310	3,448,578 80
"	1896	53,134,513	3,198,070 73
"	1897	69,538,299	3,765,293 74
"	1898	64,836,621½	5,633,745 86
"	1899	66,873,197	6,000,788 62
"	1900	79,294,969	9,515,896 18
"	1901	89,010,868	8,896,848 32

The manufactures of the past five years can be classified as follows:

	1901. Pounds.	1900. Pounds.	1899. Pounds.	1898. Pounds.	1897. Pounds.
Plug Chewing Tobacco . . .	76,295,712	78,525,555	60,582,238	59,444,534	58,012,961
Plug Cut.....	31,870	73,015	108,435	55,564	73,895
Smoking.....	5,683,781	5,696,889	5,967,524	4,898,523	4,602,553
Snuff.....	14,508	14,901	16,688	20,072	19,537
Total.....	82,025,871	97,809,860	66,689,885	64,418,693	63,607,796

CIGARS MANUFACTURED IN ST. LOUIS.

	YEAR.	Manufact'd.	Amount of tax paid.
Fiscal,	1874	35,435,390	\$ 176,898 45
"	1875	36,087,638	189,823 80
"	1876	31,841,875	191,061 25
Six mon's	1877	17,586,717	105,590 30
Calendar	1878	36,560,500	218,363 00
"	1879	35,043,043	210,353 26
"	1880	38,822,575	230,337 45
"	1881	41,867,917	251,307 50
"	1882	40,877,750	245,363 50
"	1883	40,021,079	195,674 84
"	1884	41,327,500	131,094 40
"	1885	41,466,220	131,510 57
"	1886	43,586,363	130,759 09
"	1887	46,732,973	140,193 93
"	1888	47,294,380	141,883 13
"	1889	46,289,225	138,867 08
"	1890	38,594,200	.....
"	1891	53,274,983	189,823 95
"	1892	56,964,376	170,953 13
"	1893	53,787,160	161,316 47
"	1894	51,435,580	154,306 59
"	1895	49,078,890	147,321 08
"	1896	47,192,814	141,578 45
"	1897	46,282,433	138,847 29
"	1898	47,830,690	158,691 01
"	1899	49,113,600	178,908 96
"	1900	55,671,715	200,418 17
"	1901	46,325,000	153,572 00

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR
SIX YEARS.

	1901.	1900.	1899.	1898.	1897.	1896.
Tobacco.....lbs.	80,766,833	76,170,850	64,530,057	61,255,260	58,796,408	46,235,177
Cigars M.....	46,325	46,548	41,167	59,684	83,570	39,199
Cigarettes M.....	11,500	57,816	69,909	309,963	470,405	316,763
Snuff.....lbs.	14,500	14,901	16,688	20,972	19,537	22,931

BAGGING AND COTTON TIES.

Notwithstanding the short cotton crop, the business in bagging and ties has shown a large increase over 1900, both in the amount of bagging manufactured and the amount of bagging and ties distributed from this city.

Local manufacturers have operated their plants on full time making about 2,500,000 yards more than in the year 1900, and the end of the year finds them actively at work preparing a supply for the next cotton crop.

RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1901.	1900.	1899.	1898.	1897.	1896.
Jute, bales.....	51,888	37,513	42,306	28,861	28,393	7,103

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1901.	1900.	1899.	1898.	1897.	1896.	1895.	1894.	1893.
Bagging, pos.....	381,118	212,619	256,312	273,661	305,870	181,811	239,071	235,052	257,563

BAGGING MANUFACTURED.

1901.....	12,500,000 yards.
1900.....	9,975,655 "
1899.....	12,273,500 "
1898.....	12,500,000 "
1897.....	9,000,000 "
1896.....	8,000,000 "
1895.....	11,700,000 "
1894.....	13,000,000 "
1893.....	12,000,000 "
1892.....	13,000,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1901.....	2,500,000 yards.
" 1900.....	8,731,245 "
" 1899.....	5,181,200 "
" 1898.....	721,800 "
" 1897.....	200,000 "
" 1896.....	1,000,000 "
" 1895.....	1,200,000 "
" 1894.....	1,000,000 "
" 1893.....	200,000 "
" 1892.....	800,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1901.....	6,708	335,400
1900.....	12,788	639,400
1899.....	10,750	537,500
1898.....	93,645	4,682,250
1897.....	35,878	1,793,900
1896.....	42,129	2,106,450
1895.....	3,030	151,000
1894.....	1,577	78,850
1893.....	13,330	669,000
1892.....	12,433	621,650

HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1901.....	145,225	1901.....	143,799
1900.....	148,555	1900.....	155,906
1899.....	134,280	1899.....	147,664
1898.....	96,480	1898.....	116,668
1897.....	105,873	1897.....	141,423
1896.....	100,660	1896.....	107,176
1895.....	96,054	1895.....	114,306
1894.....	113,110	1894.....	133,716
1893.....	113,118	1893.....	123,085
1892.....	123,076	1892.....	152,904
1891.....	109,040	1891.....	117,210

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1899 and 1900:

	1901.	1900.
Spirits produced, gals.—Bourbon.....	32,688.2	34,854.3
Alcohol.....	000.0	000.0
Gin.....	000.0	000.0
Highwines.....	000.0	000.0
Pure neutral or cologne spirits and whisky sp'ts	000.0	000.0
Rye Whisky.....	2,776.0	3,585.2
Total.....	35,464.2	38,869.5
Amount of tax paid, at \$1.10 per gallon.....	{ *129,075.5 tx.gals. \$141,983.5	{ *158,518.8 tx.gals. \$165,865.18
Alcohol withdrawn for scientific purposes free of tax	000.0 gals.	179.0 gals.
Whisky allowed by reason of leakage and evaporation	18,266.1 "	18,168.0 "

*Big distillers closed in this district by trust.

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1901.	Dec. 31, 1900.
Bourbon.....	47,888.5 gals.	52,885.1 gals.
Alcohol.....	None.	None.
Gin.....	None.	None.
Pure neutral or cologne spirits and whisky spirits.....	19,069.4 "	97,683.8 "
Rye Whisky.....	9,171.7 "	9,169.4 "
Total.....	75,619.6 "	159,687.8 "

SPIRITS RECTIFIED OR COMPOUNDED.

1899.....	2,293,447.86 gals.	1898.....	3,192,097.00 gals.
1898.....	3,508,186.18 "	1897.....	3,357,411.79 "
1897.....	2,412,279.50 "	1896.....	3,392,469.87 "
1896.....	2,323,374.17 "	1895.....	3,153,456.99 "
1895.....	2,293,155.18 "	1894.....	3,257,964.13 "
1894.....	2,333,860.23 "	1893.....	2,124,546.82 "

July 1st, 1899, to June 30th, 1900, 2,098,824.81 proof galls. or 2,798,423.08 wine galls.

July 1st, 1900, to June 30th, 1901, 2,433,059.29 proof galls. or 2,761,720.18 wine galls.

Total number of gallons gauged in three years by U. S. Gaugers:

1899.....4,929,860.49 gals. 1900.....4,723,817.40 gals. 1901.....5,284,515.21 gals.

Total number of wholesale liquor dealers' stamps issued on change of package:

1899.....26,063 1900.....29,159 1901.....34,670

NAVAL STORES.

	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch
1901	26,077	90,961	188,066	4,596
1900	18,000	73,197	= 104,000	10,120
1899	16,000	59,620	= 89,430	6,878
1898	21,034	87,846	= 134,606	7,028
1897	18,019	76,831	= 109,758	7,100
1896	16,981	49,992	= 75,098	8,475
1895	14,752	49,850	= 73,144	12,240
1894	17,314	57,456	= 82,080	8,170
1893	15,679	44,870	= 51,375	12,048
1892	19,890	53,788	= 76,947	10,213
1891	19,470	56,322	= 75,322	5,679
1890	15,686	48,900	= 68,699	5,157
1889	18,900	49,397	= 69,300	4,167
1888	17,622	47,052	= 68,250	5,516
1887	18,262	45,231	= 66,200	8,675
1886	18,912	33,742	= 72,000	5,095
1885	13,125	48,273	= 66,860	7,343
1884	9,846	36,857	.....	5,818
1883	12,286	40,010	.....	5,779
1882	13,994	36,882	.....	8,796
1881	5,045	41,717	.....	6,293
1880	8,076	48,148	.....	4,544

The receipts of naval stores, as indicated by the above table, show a very marked increase during 1901, demonstrating that the business is increasing on account of the natural growth of the city and territory west of the river. There is an increased demand for rosin from sources entirely new to the trade. St. Louis continues to be the largest distributing point in the West in this line.

The largest part of the receipts of turpentine came in tank cars which are reduced to barrels for comparison.

LEAD AND SPELTER.

PIG LEAD.

By John Wahl Commission Co.

Little can be said about the lead market during the year 1901. Prices of lead remained unusually steady around \$4.27½ to \$4.32½ basis in St. Louis, notwithstanding the heavy supply of lead ores; larger than ever before in the history of the country.

The year opened with prices of Missouri lead, in St. Louis, \$4.25 to \$4.27½, and Argentiferous \$4.32½, and only during the last month of the year, when the London market declined to something like L10 6s, the strong policy of the Smelting Company was abandoned, and the drop to \$3.95 basis St. Louis for Argentiferous occurred; Missouri brands selling down to \$3.87½. Lead productions in the United States reached the highest point on record.

The output for the year shows something like 275,000 short tons, of which 221,000 tons or 80% were classed as desilverized lead; something like 48,000 tons or 17% were soft lead, carrying no silver, and about 7,000 tons or a little over 2% hard or antimonial lead. The mines of the Cœur d'Alenes in Idaho produced about one-third of the ores from which the desilverized lead was smelted. The soft lead, as heretofore, came chiefly from Missouri, by far the larger part from the Southeast Missouri district, where lead ores only are mined, and the rest from the Joplin district, where lead is obtained in connection with zinc ores, which are the chief product of that region.

WHITE LEAD.

The manufacture of white lead is one of the most important industries in St. Louis, as it is advantageously situated for the manufacture of this commodity, owing to geographical position, and being centrally located can distribute the manufactured product to advantage to all parts of the country. The principal brands manufactured in St. Louis of strictly pure lead are the Collier, Southern and Red Seal, some of which have been on the market for half a century, and have an established reputation for purity and general excellence from one end of the United States to the other. Probably one-third of the white lead manufactured in the United States is made in St. Louis, and its factories give employment to hundreds of men, and are equipped with the most modern machinery, and have been kept in constant operation during the year. All of the lead manufactured in St. Louis is made by the "old Dutch process" of corrosion, which gives the product a superiority over so-called quick process leads. Experiments of all kind are being constantly made, but as yet nothing has been found that has the durability and covering capacity of lead manufactured by this process of slow corrosion. The shipments were 59,670,720 lbs., as against 50,645,780 lbs. in 1900 and 48,460,250 lbs. in 1899.

SPELTER.

Notwithstanding a large volume of export business was handled through agencies stationed at points of production and which ordinarily would have come to St. Louis by virtue of this being the principal primary market, the year 1901 was a favorable one both in point of business transacted and prices paid for the commodity. Requirements for consumption were in excess of any former year, so that the much larger movement to this center did not permit of an accumulation of supplies at any time. The range of prices was limited to 42½ cents per 100 lbs., showing an entire absence of any manipulation.

	Receipts—Slabs.	Shipments—Slabs.
1901.....	2,023,395	2,186,647
1900.....	979,080	1,495,163
1899.....	1,508,585	1,739,088
1898.....	1,526,538	1,557,049

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

Year.	Receipts	Shipm'ts.	Year.	Receipts	Shipm'ts.
1901.....	1,800,235	1,243,956	1887.....	1,442,054	766,807
1900.....	1,577,443	1,072,992	1886.....	1,110,733	637,710
1899.....	1,611,112	1,105,131	1884.....	1,044,012	625,336
1898.....	2,183,012	1,466,905	1883.....	1,114,235	552,330
1897.....	2,280,548	1,359,436	1882.....	1,197,395	687,219
1896.....	1,946,139	1,406,327	1881.....	925,406	625,266
1895.....	1,500,923	986,572	1880.....	764,837	495,036
1894.....	1,436,229	1,034,280	1879.....	817,594	408,123
1893.....	1,348,644	968,411	1878.....	764,357	523,964
1892.....	1,526,484	1,070,538	1877.....	790,028	473,281
1891.....	1,739,977	982,477	1876.....	695,557	404,300
1890.....	1,756,850	1,057,486	1875.....	579,202	320,698
1889.....	2,018,483	1,433,087	1874.....	479,448	215,538
1888.....	1,853,781	1,293,919	1873.....	356,037	216,040

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1901.	1900.	1899.
Chicago & Alton R. R., Mo. Div.....	32,020	15,300	.....
Missouri Pacific Ry.....	492,705	462,548	464,125
St. Louis & San Francisco R. R.....	316,470	232,995	292,390
Wabash R. R. (West).....	3,740	1,250	2,645
St. Louis, Kansas City & Colorado R. R.....	32,800	2,000	3,600
Missouri, Kansas & Texas R. R.....	.....	1,320	59,324
St. Louis, Iron Mountain & Southern R. R.....	646,060	545,050	524,655
Illinois Central R. R.....	.....	1,780	1,565
Louisville & Nashville R. R.....	.....	.....	183
St. Louis, Peoria & Northern R. R.....	.....	.....	1,835
Chicago & Alton R. R.....	18,465	.....	.....
Vandalia R. R.....	885	880	425
Wabash R. R. (East).....	.....	1,380	3,970
Chicago, Peoria & St. Louis R. R.....	7,060	6,630	.....
Chicago, Burlington & Quincy R. R.....	.....	5,095	69,325
St. Louis, Keokuk & Northwestern R. R.....	250,530	311,215	188,620
TOTAL.....	1,800,235	1,577,443	1,611,112

SHIPMENTS OF WHITE LEAD.

	FOUNDS.		FOUNDS.		FOUNDS.
1890.....	36,759,085	1894.....	35,650,975	1898.....	39,442,590
1891.....	36,933,906	1895.....	42,808,950	1899.....	43,460,250
1892.....	36,969,937	1896.....	40,359,600	1900.....	50,710,660
1893.....	37,411,868	1897.....	39,968,015	1901.....	59,670,720

MONTHLY PRICES OF LEAD AND SPELTER FOR TWO YEARS.

MONTH.	LEAD.			SPELTER.		
	1900.	1901.		1900.	1901.	
January.....	4 57½ @ 4 67½	4 23½ @ 4 15		4 20 @ 4 65	3 97½ @ 3 80	
February.....	4 55 4 63	4 15 4 25		4 45 4 75	3 75 3 67½	
March.....	4 55 4 65	4 25 4 29½		4 35 4 55	3 85 3 70	
April.....	4 55 4 65	4 30 4 32½		4 42 4 65	3 75 3 67½	
May.....	3 80 4 65	4 20 4 32½		4 35 4 55	3 77½ 3 65	
June.....	3 65 4 37½	4 37½ 4 37½		3 92 4 35	3 77½ 3 65	
July.....	3 90 4 07½	4 35 4 50		4 05 4 25	3 87½ 3 80	
August.....	4 10 4 33½	4 25 4 40		4 00 4 05	3 80	
September....	4 30 4 32½	4 25 4 30		3 90 4 05	3 85 3 97½	
October.....	4 20 4 32½	4 25 4 27½		3 97½ 4 05	4 00 4 12½	
November.....	4 30 4 35	4 25 4 27½		3 95 4 27½	4 12½ 4 15	
December.....	4 17½ 4 25	4 27½ 3 95		3 96 4 30	4 17½ 4 15	

Quotations are for Soft Missouri and Chemical Hard. Desilverized refined held at \$4.52½ until December, when the price fell to \$3.95.

During summer months Chemical Hard sold much higher than Soft Missouri right along, so scarce was it and so urgent the demand. Extreme highest prices given (from May to August) were for Chemical.

WOOL.

By FUNSTON BROS. & Co.

The wool business for the year 1901 has been a most satisfactory one to the St. Louis merchants. The trade here laid in their stocks at shearing time intelligently, and bought in large quantities at prices that proved to be the lowest of the season. Manufacturers have favored the St. Louis market more than ever during the past year, many mills coming here for supplies that have not bought here for many years. This was brought about largely by the enterprising, progressive and fair business methods of the St. Louis merchants.

The stocks of wool on hand in St. Louis, January 1st, 1902, were the smallest known here in years, which reflects credit upon the trade, as by being free sellers, the merchants are well sold out, and have thereby placed themselves in excellent condition to handle the clip of 1902 from the Western States and Territories to better advantage than ever.

The wool trade is in a general healthy condition, and the year 1902 bids fair to be another good year. Manufacturers are now using a smaller percentage of cotton and cheaper materials in woolen goods which increases the consumption of wool and creates a steadier movement, and more stable values. St. Louis is conceded to be the second largest wool market in the United States, and is a strong competitor for both territory and domestic wools.

Pulled and scoured wools have sold well from this market, and the amount scoured during the past year has been much larger than previous years, and the process of scouring has been much improved. A conservative estimate of the value of wool handled in St. Louis during 1901 amounts to about \$10,500,000.00.

FURS.

St. Louis for years conceded to be the largest primary fur market in the world, continues to grow in importance as a great fur center, and in recent years has reached out into even the most remote parts of Canada and Alaska where the fur bearing animals of the rarest and most costly furs abound.

The acquisition of the handling of these fine and costly furs from the far North in the St. Louis market has been a great success, and has done much to make the already great fur center even more important in the world's fur trade. The prompt, fair and altogether splendid methods of handling and selling furs in this market will ever keep it the most popular market in America.

The active fur season only lasts about four months in the year, during which time something over \$4,000,000.00 worth of raw furs are received and sold in this market.

The fur season of 1901 and 1902 will go down in the annals of the fur trade as one of the greatest and most successful ever known. The volume ever known. The volume has been larger this season than ever, and values higher and steadier than for many years.

RECEIPTS AND SHIPMENTS FOR SIXTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1901.....	25,877,110	27,811,375	55,065,030	116,723,595
1900.....	17,000,790	15,057,290	60,531,540	106,496,540
1899.....	28,491,625	32,517,076	68,933,720	92,692,028
1898.....	25,710,715	21,266,999	58,716,180	78,705,735
1897.....	30,865,410	34,303,700	59,372,110	88,908,100
1896.....	15,139,840	15,939,579	46,505,880	81,581,130
1895.....	21,593,780	20,526,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46,456,970	69,548,869
1893.....	15,024,436	15,726,165	45,011,866	61,522,479
1892.....	25,850,090	27,450,379	38,412,854	47,596,204
1891.....	21,975,954	21,464,552	34,744,949	39,487,722

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1901.....	85,064	1890.....	78,828
1900.....	146,507	1889.....	43,816
1899.....	259,256	1888.....	45,833
1898.....	318,948	1887.....	23,048
1897.....	374,900	1886.....	16,839
1896.....	210,483	1885.....	17,474
1895.....	195,498	1884.....	15,459
1894.....	87,058	1883.....	15,591
1893.....	96,856	1882.....	18,089
1892.....	101,442	1881.....	16,115
1891.....	126,636	1880.....	12,073

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1892.....	98,896	1897.....	72,024
1893.....	103,082	1898.....	83,215
1894.....	89,533	1899.....	104,040
1895.....	83,568	1900.....	136,928
1896.....	80,186	1901.....	153,660

HAY.

By the St. Louis Hay Exchange.

We find the Hay market, at the close of 1901, in a most satisfactory condition; shippers and commission men alike have enjoyed a rather phenomenal season. While receipts were in excess of 1900, by 16,800 tons, the market at all times absorbed the receipts (except when the railroads were unable to furnish facilities to handle cars out).

Two conditions have come about since December, 1900, to contribute to this increased trade: First, that St. Louis is made the distributing point for a greater part of the drought stricken section, and the rapid, almost unparalleled development of the country, southwest of St. Louis.

The average prices on timothy hay and wild grass (prairie hay), has ruled much higher than 1900, with quality much reduced. There was scarcely a week through October, November and December of 1901 that there was not orders for 25, 50 and 100 car lots; the condition being one of cars, and not of price, at any time

We find on December 31, 1901, a stock of 1500 tons; much of this sold and held for cars to load out.

Much credit should be given the St. Louis merchants, when you consider that they had to go to Michigan, Indiana and Iowa, and in some instances, Nebraska, to get hay, that they might meet the requirements of the enlarged trade. Seven-eighths of the hay received on this market in December came from Michigan and Indiana.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1901.....	231,182	117,537
1900.....	224,256	120,777
1899.....	175,820	64,838
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	280,852	107,980
1895.....	195,552	69,046
1894.....	159,969	41,228
1893.....	141,238	39,095
1892.....	131,148	32,078
1891.....	141,296	38,268
1890.....	114,092	40,247
1889.....	116,246	52,522
1888.....	107,884	34,665
1887.....	86,394	22,861
1886.....	85,078	30,006
1885.....	97,975	33,896

Stock in store December 31st, 1895, about 7,500 tons.

" " " "	31st, 1896, .	"	8,250	"
" " " "	31st, 1897,	"	3,500	"
" " " "	31st, 1898,	"	2,500	"
" " " "	31st, 1899,	"	3,500	"
" " " "	31st, 1900,	"	2,040	"
" " " "	31st, 1901,	"	1,500	"

RECEIPTS AND SHIPMENTS OF HAY DURING 1900 AND 1901.

BY	Receipts, 1900.		Ship- ments. 1900.	Receipts, 1901.		Ship- ments. 1901.
	Local Tons.	Thro' Tons.		Local Tons.	Thro' Tons.	
Chicago & Alton R. R., Mo. Div.	5,355	935	.....	605	275	25
Missouri Pacific R. R.	19,615	26,940	1,254	10,745	17,400	6,346
St. L. & San Francisco R. R.	7,870	1,110	2,071	9,960	1,940	3,660
Wabash R. R. (West)	17,740	1,360	196	10,270	1,125	480
St. L., Kas. City & Colo. R. R.	40	.....	722	40	.....	1,524
Mo., Kansas & Texas R. R.	13,455	5,170	.....	9,625	4,795	433
St. Louis Southwestern R. R.	.....	.....	564	325	115	508
St. L., Iron M't'n & S'th'n R.R.	30	.....	29,586	410	30	26,914
Illinois Central R. R.	4,715	40	16,437	6,225	80	18,615
L'ville, Henderson & St. L. R. R.	.....	.....	2,423	10	.....	454
Louisville & Nashville R. R.	325	10	38,471	190	40	34,069
Mobile & Ohio R. R.	10	10	13,841	30	30	10,560
Southern Railway	50	.....	4,373	615	.....	3,899
Baltimore & Ohio S.-W. R. R.	2,545	.....	511	6,755	60	143
Chicago & Alton R. R.	4,750	790	816	3,165	60	823
Cleveland, Cin., Chi. & St. L. R. R.	4,425	4,410	333	11,955	4,560	1,089
Vandalia R. R.	3,110	3,315	739	11,385	4,540	1,552
Wabash R. R. (East)	23,445	20	1,882	29,720	20	369
Tol., St. Louis & Western R. R.	5,540	8,230	269	18,600	11,170	68
Chicago, Peoria & St. Louis R. R.	7,185	1,780	1,689	5,555	4,640	1,621
Chicago, Burl'n & Quincy R. R.	24,355	7,190	215	27,440	4,330	760
St. Louis, Keokuk & N. W. R. R.	26,460	920	.....	28,230	2,780	10
Upper Mississippi River	1,150	.....	4,385	1,185	.....	3,635
Lower Mississippi River	11	.....		28	.....
Illinois River	415	.....		74	.....
Total, tons	172,026	62,230	120,777	193,142	57,990	117,557

MONTHLY RANGE OF PRICES OF HAY DURING 1901.

MONTHS.	No. 1 Timothy, per ton.	No. 1 Prairie, per ton.
January	\$11.50 @ 13.50	\$ 8.50 @ 11.00
February	11.50 12.75	9.50 10.50
March	11.50 14.00	9.50 10.50
April	12.50 14.50	10.00 11.50
May	12.00 14.50	10.50 11.50
June	12.00 15.50	10.50 11.50
July	12.50 17.50	10.50 15.50
August	13.00 16.00	12.50 15.50
September	12.50 15.50	10.50 13.00
October	12.50 14.50	11.50 13.00
November	13.00 14.50	13.00 14.00
December	13.50 15.00	13.00 14.00

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FOUR YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1901.....	315,285	35,290	772,800	.....	.....	.....
1900.....	323,105	27,575	776,180	238,769	20,846	10,080
1899.....	427,020	28,255	581,280	870,408	40,201	15,680
1898.....	388,120	48,290	451,540	819,911	29,825	44,800
1897.....	351,685	53,045	419,450	229,073	13,867	17,340
1896.....	330,936	39,163	454,180	237,106	9,840	23,025
1895.....	304,204	72,798	804,980	283,541	17,043	54,390
1894.....	245,830	60,757	620,500	265,404	8,638	23,980
1893.....	241,189	80,198	364,030	195,431	16,759	236,680
1892.....	230,457	48,968	478,300	330,330	38,366	149,933
1891.....	331,671	49,478	388,440	316,679	26,908	68,015
1890.....	336,139	33,840	168,080	346,691	25,678	70,030
1889.....	338,633	21,316	304,080	380,359	8,233	144,800
1888.....	330,110	24,649	254,700	268,410	23,321	137,680
1887.....	394,678	32,060	330,490	297,128	9,474	93,319
1886.....	400,358	51,992	247,160	398,437	11,658	56,924
1885.....	367,737	46,331	548,700	308,571	8,967	245,333
1884.....	436,440	59,237	496,800	318,933	13,346	228,020
1883.....	336,173	57,981	608,730	306,237	14,547	457,593
1882.....	297,435	49,750	863,200	391,183	16,319	245,071
1881.....	323,343	73,239	314,730	318,185	25,197	189,382
1880.....	313,379	61,343	333,868	333,163	21,683	.....
1879.....	244,868	78,345	459,788	281,935	21,691	.....
1878.....	371,531	178,761	.....	318,897	32,049	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1901.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars In Bulk.	Sacks.	Bbls.	Cars In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..	300	.....	1	260	1,185	.....
Missouri Pacific Railroad ..	18,020	1,695	617	.....	58,872	.....
St. L. & San Francisco Railroad ..	.....	.....	.....	.....	69,450	.....
Wabash Railroad (West) ..	85	.....	.....	20	16,195	18
St. L., K.C. & Colorado R.R. ....	.....	.....	.....	.....	790	8
Mo., Kansas & Texas R. R. ....	.....	.....	.....	8,865	64,474	1
St. Louis Southwestern R.R. ....	.....	.....	.....	6,740	17,585	1
St. L., Iron Mountain & So. R. R. ....	.....	200	.....	8,980	25,125	5
Illinois Central R. R.	2,810	120,720	302	19,290	83,885	6
Le'isville, Hend'son & St. L. R. R. ....	.....	.....	.....	50	110	.....
Louisville & Nashville R.R. ....	.....	.....	.....	80	150	.....
Mobile & Ohio R.R. ....	.....	.....	.....	515	6,410	2
Southern Railway ..	.....	620	1	.....	920	1
Baltimore & Ohio S.-W. R. R.	1,850	6,290	21	150	605	.....
Chicago & Alton R.R.	250	1,335	6	.....	1,540	.....
O., C., C. & St. Louis R.R.	1,700	11,020	147	20	200	.....
Vandalia R. R.	3,980	76,545	66	.....	1,690	.....
Wabash Railroad (East) ..	4,500	32,733	89	10	9,030	2
Toledo, St. Louis & Western R. R.	7,835	68,400	180	.....	.....	.....
Chicago, Peoria & St. Louis R.R. ....	.....	725	.....	.....	250	.....
Chicago, Burlington & Quincy R.R. ....	.....	.....	.....	200	100	.....
St. L., Keokuk & N.-W. R. R. ....	.....	.....	.....	885	2,835	.....
River ..	.....	.....	.....	354	12,952	.....
Total	35,290	315,285	1,380	40,309	323,883	44

CANDIES.

St. Louis continues to be one of the greatest candy markets in the United States.

The volume of business in 1901 has been about 25% larger than in 1900, and the class of goods purchased during the year would show an increasing appreciation of the higher grades of confectionery by consumers generally.

There are seven large factories in St. Louis, employing about 2,000 hands and paying in wages nearly three-quarters of a million dollars per annum.

All grades of candies are manufactured, from the cheapest to the most expensive, thus offering to the purchaser, whether he be wholesaler or retailer, facilities for selection unsurpassed by any other market in the country.

The trade extends over nearly the entire United States, reaching on the east to the New England and the Atlantic Coast States, and on the west to the Pacific Slope.

St. Louis is geographically the center of the Mississippi Valley, and enjoys exceptional advantages as a distributing point. This gives St. Louis confectioners a predominating position with the Central, Western and Southern States.

The confectionery manufacturers of St. Louis are progressive, alert and maintain a pre-eminent reputation for integrity and fairness, and their business constitutes a very important element in the city's manufacturing industry, and aggregates between three and four million dollars per annum or about 50,000,000 pounds per year.

DRIED FRUIT.

BY HOFMANN BROTHERS PRODUCE CO.

As a dried fruit market St. Louis is of considerable importance, being the receiving and distributing center for the products of the surrounding states. Missouri and Illinois are gaining fast in fruit producing capacity; northwest Arkansas is also getting to be a great fruit section. Apples are the principal fruit raised, and this part of the country is particularly well adapted for this the most staple of all fruits. The writer considers that the apple is entitled to this rank in the fruit line because it is used more extensively than any other, this is undoubtedly due to its good keeping qualities in the fresh state, and dried or evaporated it keeps longer than any other fruit. Apples on that account are extensively exported in large quantities green, evaporated and sun dried.

St. Louis is also a great market for California dried fruits of all kinds. Prunes, peaches, apricots, pears and raisins are handled by our dealers in large quantities.

RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1901.....	229,814	259,298
1900.....	168,981	219,275
1899.....	210,554	248,521
1898.....	206,617	235,188
1897.....	267,499	441,705
1896.....	80,455	140,590
1895.....	150,908	123,562
1894.....	59,405	219,662
1893.....	155,015	200,538
1892.....	150,766	215,485
1891.....	128,982	188,997
1890.....	150,517	212,539
1889.....	125,738	216,501

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1901.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipm't boxes.
Chicago & Alton R.R. (Mo. Div.)	124,610		20	57
Missouri Pacific R.R.	4,314,010	38,400	1,165	9,214
St. L. & San Francisco R.R.	549,220			12,555
Wabash Railway, (West)	418,860	52,500	275	15,615
Missouri, Kansas & Texas R. R.	307,900	800	285	16,452
St. Louis, S. W. R. R.		52,980	5	22,768
St. L. Iron Moun. & South'n R. R.	8,190	1,261,970		126,819
Illinois Central R. R.	984,910	878,960	6,250	82,802
Louisville, Henderson & St. Louis R. R.			20	45
Louisville & Nashville R.R.	4,710	7,880		8,296
Mobile & Ohio R.R.	85,510	15,860	145	35,428
Southern Railway	53,290	68,850	80	40
Baltimore & Ohio S.-W. R. R.	492,040	310,850	900	4,790
Chicago & Alton R.R.	297,870	26,300	13,205	162
Cleveland, Cin., Chicago & St. Louis R. R.	1,260	6,440	8,860	127
Vandalia R. R.	268,020	98,800	1,240	1,948
Wabash Railway (East)	3,081,050	3,269,985	780,945	2,466
Toledo, St. Louis & Western R. R.		58,600		
Chicago, Peoria & St. Louis R. R.				
Chicago, Burlington & Quincy R.R.	300,000	20,000	3,105	120
St. Louis, Keokuk & N. W. R. R.	1,741,900	13,100	2,630	3,777
Upper Mississippi River	5,500	81,509		7,045
Lower Mississippi River	69,910			
Illinois River	900			
Missouri River	5,950			
Ohio, Cumberland and Tennessee Rivers				
Express	606,819			
Total 1901	13,476,929	6,902,214	812,780	800,023
Total, 1900	lbs. 12,901,690	9,246,475	868,830	293,999
" 1899	13,729,195	4,975,490	961,345	318,960
" 1898	14,905,745	5,782,070	571,585	245,448
" 1897	15,258,165	5,414,335	440,805	246,189
" 1896	16,121,892	4,657,043	754,421	185,198
" 1895	15,819,006	5,086,550	172,953	185,198
" 1894	14,138,544	5,135,055	437,613	192,567
" 1893	12,575,398	4,895,303	323,230	160,188
" 1892	13,401,788	4,964,160	234,661	213,687
" 1891	13,791,358	6,875,776	128,265	165,935
" 1890	13,661,924	4,446,799	180,495	109,065
" 1889	12,833,101	4,623,378	165,414	138,699
" 1888	11,109,733	3,375,586	139,014	145,856
" 1887	9,234,043	2,221,570	109,767	106,204

RECEIPTS AND SHIPMENTS OF EGGS.

	RECEIPTS.	SHIPMENTS.
1901, Packages	1,022,646	770,472
1900, "	920,682	473,424
1899, "	751,224	511,426
1898, "	896,884	549,146
1897, "	894,906	560,822
1896, "	796,490	494,888
1895, "	654,988	413,015
1894, "	598,773	517,231
1893, "	562,259	292,168
1892, "	469,216	174,041
1891, "	501,313	371,741

FRUIT AND PRODUCE.

By MANLEY G. RICHMOND.

St. Louis in 1901 not only maintained her record as a great distributing center, but surpassed the good record made in 1900 by from 15% to 40%. The sections that look to St. Louis for the marketing of their products are not confined to any particular locality, but take in the entire Louisiana Purchase.

The 1901 crop of apples for the United States was considered light; but being scattered and a few in most of the apple belts, was probably under estimated. While the West had only about 40% of a crop, it proved to be the center of attraction for the large Eastern buyers, and the prices paid rewarded the growers very handsomely. The receipts for St. Louis, 691,404 barrels, does not include the local crop, which was moved to market by wagons, and can conservatively be estimated at 100,000 barrels.

While the local crop of potatoes was only about 60% of that of 1900, our receipts from all sources exceeded those of 1900 nearly 25%, total receipts for 1901 being 3,085,659 bushels. These figures do not include the wagon receipts, which can safely be estimated at 500,000 bushels, nor do the receipts take into account the immense movement from the American Bottoms, where 3,000 carloads were handled by our St. Louis firms, representing 1,500,000 bushels. Owing to the shortage in the crop, values were much better than have existed for several years, netting the growers more money than their previous large crop. The importation of foreign potatoes to this market was indulged in to some extent, but was not found to be profitable, the quality not being as good as those grown in the northern states.

The general onion crop of the United States for 1901 was below the average; and taking into consideration that our local crop was considered a failure, the receipts of 55,732 packages and 280,000 bushels should be considered as a good showing. Prices have ruled high throughout the season.

The cabbage crop was not considered as large as usual; but owing to the fact that St. Louis manufactures more kraut than any city in the Union, the receipts of cabbage was very large, figuring up from all sources 3,300 cars. The South and the Southwest look to St. Louis as their distributing market when their crops is on, and when exhausted come to this market for their supply for both cabbage and kraut.

The melon crop was cut short by the long continued drouth, which accounts for the receipts being under those of past favorable seasons. The receipts for 1901 from all points (including cantaloupes) were 3,240 cars. St. Louis is the largest melon market in the United States.

St. Louis as a distributing market for tomatoes is by far the largest in the United States. The immense crops which are grown in the South are mostly all forwarded here and then distributed to the other large markets. While but a few years ago tomatoes were shipped in a small way, now it is not an uncommon thing to see solid train loads coming to this market. Our local crop in 1901 was cut short by the continued dry weather; consequently added very little to the receipts.

The receipts of oranges were 746,970 boxes, coming largely from California; the receipts includes perhaps 50,000 boxes from Florida, which is the most received from there since their disastrous freeze.

The receipts of lemons were 153,660 boxes. There were 1,002 cars of bananas received in 1901.

The receipts of grapes was not as large as in 1900, but the 450 cars received should be considered as a good showing.

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bls.
1901.....	1,604	94,900	108,669	215	.....	219,309
1900.....	237	48,500	78,708	.....	2,900	184,801
1899.....	3,140	79,200	118,400	.....	11,850	192,142
1898.....	30,564	116,350	98,690	.....	87,995	187,255
1897.....	30,562	121,000	77,977	.....	94,200	86,089
1896.....	19,514	85,250	26,768	.....	19,880	61,871
1895.....	17,673	15,150	64,761	.....	500	75,977
1894.....	3,221	21,458	37,574	.....	.....	89,216
1893.....	1,370	28,600	62,516	.....	.....	78,337
1892.....	4,999	96,960	47,138	.....	1,253	77,990
1891.....	6,346	158,960	46,840	.....	23,231	78,294
1890.....	2,300	160,600	68,698	.....	19,000	80,183
1889.....	2,850	119,900	83,232	.....	865	87,132
1888.....	4,675	106,500	37,524	2,536	7,995	97,168
1887.....	5,798	149,000	71,978	8,777	4,890	68,900
1886.....	23,845	217,500	45,420	9,636	500	68,339
1885.....	16,592	58,000	37,178	247	500	56,645
1884.....	3,989	44,000	28,766	708	6,038	38,171
1883.....	4,542	102,500	39,592	923	40,661	33,641
1882.....	6,435	264,250	24,134	985	96,004	34,064
1881.....	13,384	174,000	49,847	21,141	61,518	33,680

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1901.

January.....	\$1 80	July.....	\$1 80
February.....	1 80	August.....	1 80
March.....	1 80	September.....	1 85
April.....	1 80	October.....	1 35 ● 1 40
May.....	1 80	November.....	1 40
June.....	1 80	December.....	1 40

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	POTATOES.						ONIONS.					
	RECEIPTS.			SHIPMENTS.			RECEIPTS.			SHIPMENTS.		
	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Sacks and Bbls.	Sacks and Bbls.	Bush. in Bulk.	Sacks and Bbls.
1901..	307,603	1,973,250	2,896,059	453,241	660,410	.....	55,732	280,000	114,712	.....	.....	.....
1900..	334,206	1,561,950	2,564,568	515,300	799,103	2,345,063	94,631	230,500	158,401	.....	.....	.....
1899..	567,420	1,761,300	3,463,560	614,533	770,478	2,614,077	82,985	233,500	142,972	.....	.....	.....
1898..	483,632	1,637,800	3,108,666	498,215	488,007	1,982,652	101,229	156,500	94,547	.....	.....	.....
1897..	239,685	1,847,000	2,506,055	425,791	656,020	1,933,393	82,229	159,050	83,442	.....	.....	.....
1896..	328,064	1,195,100	2,189,292	484,105	639,152	2,091,467	76,623	190,500	70,310	.....	.....	.....
1895..	445,407	1,133,150	2,469,371	400,747	826,724	2,028,965	71,635	156,000	94,793	.....	.....	.....
1894..	165,674	895,500	1,392,322	348,521	269,490	1,345,053	58,603	141,150	116,137	.....	.....	.....
1893..	133,638	1,243,250	1,643,314	346,107	457,246	1,495,567	87,105	138,500	145,120	.....	.....	.....
1892..	134,247	1,283,900	1,686,641	343,795	458,173	1,489,558	99,418	250,000	130,824	.....	.....	.....
1891..	138,329	1,417,150	1,832,137	292,631	539,551	1,327,444	67,728	106,500	87,467	.....	.....	.....
1890..	121,773	1,111,600	1,476,919	333,767	377,178	1,372,479	53,613	125,500	19,236	.....	.....	.....
1889..	98,373	697,800	992,919	453,446	731,901	2,092,239	65,482	77,400	99,579	.....	.....	.....
1888..	179,781	707,150	1,219,493	396,083	234,537	1,422,786	93,874	51,000	99,762	.....	.....	.....
1887..	167,413	799,400	1,301,638	372,405	194,403	1,311,618	70,407	134,500	78,602	.....	.....	.....
1886..	113,700	471,850	813,950	539,633	180,645	1,789,544	33,732	48,450	73,619	.....	.....	.....
1885..	109,786	691,750	1,021,108	545,812	123,007	1,753,943	99,143	45,100	78,327	.....	.....	.....
1884..	158,857	700,275	1,176,846	274,112	123,009	1,020,345	103,261	71,500	95,645	.....	.....	.....
1883..	206,397	829,700	1,478,391	322,940	97,877	1,066,697	75,158	77,000	71,313	.....	.....	.....
1882..	194,639	754,450	1,338,367	330,121	152,181	1,142,544	63,937	25,000	48,710	.....	.....	.....

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES

FOR 1901.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls.....	691,404	629,292
Ale and Beer.....packages.....	.....	4,667,869
Bananas.....cars.....	1,002	1,252
Barbed Wire.....pounds.....	40,199,500	58,980,780
Beef.....barrels and tierces.....	.....	3,160
Fresh Beef.....pounds.....	110,707,200	248,443,030
Canned Beef.....“.....	.....	2,419,140
Boots and Shoes.....cases.....	1,180,284	1,070,950
Cordage and Rope.....colls.....	92,065	.....
Cement.....sacks.....	1,977,935	.....
“.....barrels.....	170,305	.....
Cotton Seed Meal.....tons.....	19,608	13,908
Candles.....boxes.....	.....	179,780
Eggs.....packages.....	1,022,646	770,472
Fish.....“.....	93,960	.....
Fertilizer.....tons.....	.....	44,398
Hops.....bales.....	5,343	.....
Iron and Steel.....tons.....	271,930	.....
Leather.....rolls.....	153,660	.....
Lemons.....boxes.....	152,270	124,047
Malt.....sacks.....	173,965	139,518
Nails.....kegs.....	688,200	634,215
Oils.....barrels.....	44,025	.....
“.....tanks.....	8,428	.....
Oil Cake.....tons.....	.....	1,881
Oranges.....packages.....	746,970	678,536
Ore, Iron.....tons.....	78,036	2,005
“ Zinc.....“.....	40,173	42,138
Pig Iron.....“.....	196,942	130,896
Railroad Iron.....“.....	129,936	.....
Staves.....M.....	1,065	.....
“.....cars.....	5,751	.....
Soap.....boxes.....	.....	938,143
Tallow.....pounds.....	11,144,450	8,289,220
Tin.....boxes.....	89,530	.....
Wines and Liquors.....barrels.....	23,760	.....
“.....boxes and cases.....	95,933	.....
Zinc and Spelter.....slabs.....	2,023,395	2,186,647

MONTHLY RECEIPTS FOR 1901.

Date—1901.	Apples, bbls.	Bagging, pcs.	Ban- anas. Cars.	Barley.		Butter, lbs.	Beans, sks. and bbls.	Barbed Wire lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.
				Sacks.	Bushels.					
January	18,240	176	86	.....	168,500	1,018,550	9,740	4,992,000	14,870,709	120,210
February	38,865	1,119	68	.....	198,750	1,143,755	3,325	5,915,000	17,818,300	104,865
March	28,940	793	97	.....	143,250	953,640	4,350	4,525,000	18,050,700	99,035
April	13,807	260	73	.....	88,250	811,200	6,619	5,053,000	16,592,300	101,050
May	2,103	.....	97	.....	39,000	994,990	2,635	3,031,000	21,635,300	107,215
June .....	.....	.....	98	.....	9,000	1,781,925	3,300	2,125,500	5,652,600	113,900
July	2,297	85	82	.....	2,250	1,260,240	1,950	2,073,000	2,073,700	95,655
August	10,493	710	90	60	13,500	952,700	6,430	3,032,000	3,948,200	87,190
September	40,554	1,190	70	.....	239,500	1,008,055	7,855	1,879,000	2,852,600	75,644
October	416,196	740	69	.....	544,500	1,363,505	12,700	1,668,000	1,953,300	102,155
November	121,664	1,300	97	1,437	874,250	1,098,640	24,240	3,802,000	2,615,700	92,675
December	8,246	365	80	.....	201,750	1,069,729	20,945	2,073,000	2,563,900	90,680
Totals	691,404	6,708	1,002	1,497	1,998,500	13,476,929	103,689	40,199,500	110,707,200	1,190,264
By Railroad	619,453	6,708	1,002	1,437	1,998,500	12,620,850	103,649	40,199,500	110,707,200	1,189,865
" River	71,951	.....	.....	60	.....	52,280	20	.....	.....	890
" Express .....	.....	.....	.....	.....	.....	603,819	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1901.—Continued.

Date—1901.	Horses & Mules, head.	Hides, lbs.	Hogs, head.	Hops, bales.	Iron and Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.
January	27,008	4,743,320	217,178	810	20,206	8,617	8,572,400	182,855
February	15,002	2,998,900	186,606	542	21,414	17,443	4,848,000	127,480
March	11,986	2,343,790	219,164	339	19,168	2,505	6,597,600	176,440
April	8,803	2,806,760	182,700	55	22,632	4,534	8,884,000	151,110
May	9,886	3,064,580	168,624	.....	23,297	7,775	4,685,700	127,625
June	10,448	4,224,960	170,228	.....	24,098	.....	6,108,700	164,900
July	18,297	4,689,610	197,025	20	20,961	.....	4,677,500	142,465
August	9,812	3,785,450	188,987	25	21,183	2,061	5,598,180	146,555
September	12,444	4,240,350	167,877	10	23,089	1,180	8,351,300	141,940
October	13,608	7,967,480	169,702	147	28,468	1,000	2,884,800	179,965
November	10,391	6,281,140	165,780	1,951	25,876	2,524	4,316,200	159,840
December	7,441	7,668,820	166,684	1,444	20,540	4,384	5,050,000	149,050
Totals	149,716	55,005,080	2,298,945	5,343	271,932	51,883	55,573,880	1,800,265
By Railroad	131,984	54,573,310	2,118,872	5,343	271,932	51,883	55,563,880	1,800,265
" River	2,328	431,720	96,970	.....	.....	.....	9,500	.....
" Driven	15,404	.....	21,003	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1901 — Continued.

Date—1901.	Oatmeal and Rolled Oats.				Oils.		Onions.		Oranges, Boxes and Barrels.	Ore.		Pig Iron, tons.
	Sks.	Bbils.	Cases	Bbils.	T'ns	Onions.		Iron, tons.		Zinc, tons.		
						Sks. & bbils.	Cars, blk.					
January	840	210	6,480	3,955	894	7,913	53	134,345	6,118	2,829	16,210	
February	4,155	15	2,235	3,635	776	6,895	31	162,685	5,885	2,922	12,586	
March	3,085	75	2,125	6,200	708	2,774	61	127,135	6,400	2,743	13,500	
April	675	165	3,230	3,880	658	1,902	7	92,135	6,753	3,225	20,820	
May	100	.....	1,680	2,515	653	14,516	1	64,060	7,755	4,114	18,804
June	1,235	55	2,810	3,130	568	5,390	2	36,130	6,733	4,230	14,893	
July	560	15	2,600	2,390	591	2,857	29	9,130	7,552	3,206	14,069	
August	1,315	575	6,110	2,835	584	2,512	51	8,875	4,570	2,732	18,026	
September	3,690	722	7,110	3,360	522	4,052	92	1,570	7,878	3,591	17,879	
October	2,680	575	11,330	3,990	984	1,581	127	4,015	9,266	4,207	18,830	
November	3,010	637	10,320	4,340	874	4,884	86	24,315	4,733	8,513	17,459	
December	1,575	315	6,630	3,795	709	516	15	72,515	4,388	2,861	13,866	
Totals	22,920	3,409	62,610	44,025	8,428	55,732	560	746,970	78,086	40,178	196,942	
By Railroad	22,895	3,394	61,920	44,015	8,428	51,870	560	746,970	78,086	40,178	196,142	
" River	15	15	690	10	.....	4,362	.....	.....	.....	.....	1,800

MONTHLY RECEIPTS FOR 1901—Continued.

Date—1901.	Rice, pkgs.	Rosin, bbls.	R.R. Iron tons.	Salt.			Seeds, Sacks and bbls.	Sheep. Head.	Staves.	
				Sacks.	Bbls.	Cars in blk.			M.	Oars.
January.....	11,106	6,875	6,075	1,485	37,245	112	5,943	21,104	.....	387
February.....	11,025	4,280	8,070	1,435	16,855	51	6,747	22,647	.....	424
March.....	11,876	4,365	12,125	2,700	20,410	90	7,124	25,154	60	513
April.....	9,080	2,285	11,535	2,890	7,140	75	3,876	50,617	.....	598
May.....	6,295	4,940	9,075	2,740	9,390	104	3,506	53,236	15	455
June.....	7,260	10,330	3,690	2,305	11,070	144	1,860	80,011	14	418
July.....	12,575	8,665	2,935	6,935	19,240	167	170	66,951	50	414
August.....	12,960	11,681	13,393	4,720	21,475	171	4,718	55,938	142	498
September.....	14,845	9,705	7,428	2,515	32,455	102	14,096	50,328	635	531
October.....	27,330	9,125	15,390	2,850	48,885	156	10,895	48,369	149	646
November.....	23,590	12,325	19,735	1,490	36,905	115	5,809	34,215	.....	483
December.....	25,610	6,375	20,455	3,195	54,215	93	4,824	25,495	.....	389
Totals.....	173,530	90,961	129,936	35,280	315,235	1,380	68,558	534,115	1,065	5,751
By Railroad.....	173,530	90,961	129,936	35,280	315,235	1,380	68,555	518,939	.....	5,751
" River.....	.....	.....	.....	.....	.....	.....	1,063	11,504	1,065	.....
Driven.....	.....	.....	.....	.....	.....	.....	.....	8,622	.....	.....

MONTHLY RECEIPTS FOR 1901—Continued.

Date—1901.	Turpentine.		Tin, Boxes.	Tea, Chests	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc and Spelter Slabs.
	Bbls.	T'ns			Sacks.	Bushels.	Barrels.	Bzs. & cas.		
January	29		4,860	1,865	12,677	1,885,900	2,405	8,280	648,510	138,820
February	19		6,495	1,490	8,731	872,800	1,575	8,940	167,820	146,885
March	18		5,995	2,220	15,942	1,320,800	2,035	8,745	788,800	174,295
April	22		8,105	1,040	9,612	620,800	1,850	11,478	1,051,550	172,880
May	24		10,580	970	16,560	828,000	2,315	7,675	8,828,840	156,180
June	93		13,080	905	24,083	767,200	1,720	7,270	5,308,630	180,160
July	62		10,610	1,205	548,955	4,358,000	1,557	6,110	6,416,410	160,315
August	23		8,070	3,080	217,444	3,844,000	1,530	5,100	8,721,460	147,720
September	62		2,510	2,716	71,953	1,981,200	1,960	7,090	1,122,100	157,805
October	60		6,760	2,715	47,288	1,004,800	3,160	9,165	599,890	162,765
November	9		8,545	2,800	41,932	963,200	1,590	7,120	1,123,540	226,410
December	5		3,970	1,220	7,785	744,800	2,033	8,960	1,100,060	182,260
By Wagon						450,480				
Totals	277	258	89,530	21,246	1,022,922	18,559,230	23,760	96,933	26,877,110	2,023,395
By Railroad	277	258	89,530	21,246	244,918	18,106,800	23,705	96,730	26,533,620	2,023,395
“ River					778,007		55	208	843,490	
“ Wagon						450,480				

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901.

Date—1901.	Apples, bbls.	Ale & Beer, pkgs.	Bagging, rolls.	Ban- anas. Cars.	Barley.		Butter, lbs.	Beans, pkgs.	Beef, bbls. & cos.	Barbed Wire, Pounds.	Canned Beef, lbs.	Fresh Beef, lbs.	Boots and Shoes, Cases.
					Sks.	Bushels							
January	19,568	262,886	27,923	80	.....	19,750	654,480	15,808	257	6,128,500	33,950	23,777,150	84,431
February	31,405	223,665	45,250	62	.....	12,440	513,330	17,928	75	5,454,300	63,000	37,476,900	85,144
March	21,368	294,140	24,705	110	.....	4,470	447,730	17,666	600	5,392,200	384,000	39,152,000	96,432
April	12,608	332,310	31,723	130	.....	24,360	305,940	16,386	116	4,546,800	29,600	36,915,900	89,068
May	4,774	437,236	12,033	112	.....	9,210	345,970	17,533	85	3,547,530	23,700	34,959,000	89,524
June	2,308	476,462	9,815	177	2	2,995	974,230	15,517	220	3,697,215	320,360	26,368,765	88,570
July	1,777	633,660	31,399	120	.....	.....	704,330	11,056	40	4,168,325	63,380	25,802,500	82,523
August	7,444	536,150	87,490	139	402	.....	315,120	17,011	729	5,099,680	80,900	25,187,560	87,552
September ...	30,980	424,591	50,714	97	210	845	312,555	20,120	92	4,795,595	97,540	26,566,980	89,465
October	314,252	388,210	31,315	71	405	1,000	430,310	22,500	664	4,731,620	676,200	26,942,770	95,940
November ...	143,520	292,200	19,700	83	950	6,870	559,875	25,210	177	5,443,750	350,650	25,177,730	89,290
December ...	39,235	254,300	9,150	71	111	5,410	568,225	21,000	105	6,044,265	295,850	20,121,765	93,010
Totals ..	639,292	4,567,999	381,183	1,252	2079	87,350	6,202,314	219,309	3,160	58,980,780	2,419,140	348,443,030	1,070,930
By Railroad ..	627,966	4,525,266	375,899	1,252	1960	87,350	6,170,705	210,875	2,680	57,766,845	2,419,140	348,169,170	1,049,293
" River	1,306	42,603	5,384	.....	219	.....	31,509	8,434	500	1,213,935	.....	278,860	21,637

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901—Continued.

Date—1901.	Bran.		Cattle, head.	Castor Beans. Sacks.	Cheese, bxs.	Coal, tons.	Coffee.		Corn.		Cornmeal, bbls.	Cotton, bales.
	Sacks.	Cars blk.					Sacks.	Pkgs.	Sacks.	Bushels.		
January	92,568	92	10,120	.....	17,455	88,798	17,764	24,896	150,474	2,123,170	86,184	188,785
February ...	79,555	166	9,610	...	17,048	88,607	18,185	21,644	104,339	1,789,950	40,667	65,475
March	118,865	152	7,885	.....	19,015	92,967	19,530	25,920	88,328	2,056,685	50,858	68,582
April	113,195	160	6,977	.....	17,905	79,923	19,286	20,859	32,239	988,170	31,875	41,162
May	68,715	155	8,489	.....	19,267	80,019	20,023	22,077	76,877	1,478,670	37,052	44,594
June	39,434	181	20,491	75	22,292	67,306	15,915	28,296	65,235	1,265,970	31,840	38,277
July	57,775	105	47,999	.....	23,165	59,177	14,284	23,335	56,788	571,850	29,922	59,921
August	55,085	127	36,103	80	22,632	64,967	18,180	25,965	66,520	1,061,430	20,562	36,217
September ...	60,435	122	37,800	.....	37,925	72,457	17,535	29,080	30,879	654,475	16,112	16,397
October	55,430	119	33,388	55	42,886	80,499	17,801	30,405	73,245	671,400	18,272	120,268
November ...	51,835	85	19,394	5	34,194	81,915	18,885	21,870	87,085	1,048,740	15,917	186,780
December	49,265	98	14,493	.....	26,090	84,640	16,793	15,405	96,190	1,237,405	14,415	142,449
Totals	841,665	1,552	252,749	215	300,023	938,265	214,251	289,114	925,247	14,942,915	343,674	978,837
By Railroad ..	806,070	1,552	249,998	90	293,978	926,142	200,244	289,074	892,159	14,407,210	298,642	978,776
River	35,595	...	2,751	125	7,045	10,123	14,007	40	33,088	535,705	50,032	61

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901—Continued.

Date—1901.	Cotton- seed Meal, tons.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed, Bus. bks.	Flour, bbls.	Fertil- izer, tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January	1,207	16,742	19,874	37,460	3,080	261,577	3,012	293,200	13,001	19,728	10,083,100
February	505	17,726	22,404	88,265	4,960	269,942	3,876	289,100	12,903	12,743	8,463,600
March	2,281	21,704	20,803	206,660	1,420	309,535	4,658	703,700	13,378	9,357	4,968,200
April	1,988	16,333	20,225	175,470	5,700	263,285	4,085	290,700	11,865	8,206	7,183,600
May	462	15,385	26,684	116,035	14,490	225,709	3,024	120,100	13,369	9,858	8,074,200
June	110	11,610	17,325	58,677	6,195	215,252	1,693	118,500	10,236	8,745	9,644,025
July	170	10,782	14,421	29,255	12,745	209,595	2,579	35,075	5,287	10,724	11,840,220
August	605	11,675	11,150	9,545	30,332	285,846	3,100	288,860	10,263	7,088	8,609,100
September	85	13,890	22,560	9,740	5,095	231,007	9,540	275,800	8,572	9,522	9,028,960
October	630	11,998	47,890	14,665	.....	254,830	3,986	328,800	6,351	9,821	12,733,870
November	2,425	16,135	89,190	13,625	.....	238,525	1,920	266,660	6,778	7,779	13,047,800
December	3,440	15,810	43,460	11,045	.....	221,430	2,975	122,500	6,535	6,117	13,037,920
Totals	13,908	179,780	359,286	770,472	83,957	2,961,563	44,398	3,112,475	117,557	119,938	116,723,595
By Railroad	13,908	179,134	351,335	770,465	83,955	2,878,517	44,337	3,092,925	118,922	117,921	116,723,595
" River .....	.....	646	7,951	7	2	83,046	61	29,550	3,635	2,717	.....

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901.—Continued.

Date—1901.	Honey & Grits, bbls.	Hogs, head.	Lard, lbs.	Lead, pigs.	Lard, Hogshead bbls.	Lumber.		Malt, sacks.	Meats and Sundries.		Melons		Molasses.	
						Cars.	M ft.		Pkgs.	Cars.	Cars.	Bbls.	Kgs.	
January	9,763	31,205	7,235,380	106,069	7,800	4,718	27	20,665	3,101,980	18,614	.....	15,049	5,285
February	9,894	27,484	8,014,700	108,474	9,390	4,900	.....	17,810	2,901,110	17,860	.....	12,468	2,525
March	10,006	36,149	13,068,830	129,288	11,481	6,296	102	14,475	3,593,540	21,106	.....	12,587	2,560
April	7,910	46,705	9,289,525	144,442	11,512	6,552	116	12,000	3,440,580	20,871	.....	10,588	1,870
May ¹	10,341	34,104	8,570,185	115,974	9,074	6,432	1,160	17,875	3,868,754	21,312	.....	8,954	1,998
June	6,806	22,431	8,797,790	88,610	13,288	6,295	296	11,232	3,352,062	20,001	7	9,335	2,720	
July	5,611	63,445	7,201,330	108,725	15,310	6,141	298	12,029	3,221,096	20,133	241	7,887	2,965	
August	5,854	30,949	8,026,700	89,451	14,240	5,790	226	12,970	3,389,970	21,246	532	7,881	3,874	
September	6,780	50,023	6,459,060	66,292	6,230	5,780	295	8,365	3,327,135	22,092	66	12,660	6,429	
October	7,680	25,054	6,181,728	85,368	8,890	5,956	256	3,225	11,990	24,468	.....	14,372	5,770
November	5,695	21,026	144,270	112,333	8,602	5,020	253	4,845	152,291	22,740	.....	11,460	4,560
December	5,825	17,449	8,648,005	98,980	8,240	4,409	105	4,527	1,045,350	20,915	.....	10,046	3,246
Total	91,614	406,024	98,655,501	1,243,956	124,047	68,389	3,133	189,518	39,350,748	250,858	846	133,177	43,832	
By Railroad	84,160	406,024	97,856,190	1,240,410	124,047	68,389	.....	134,701	38,048,972	250,858	846	130,862	43,100
“ River	7,454	.....	789,311	3,546	.....	.....	3,133	4,817	1,301,776	.....	.....	2,315	732

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901—Continued.

Date—1901.	Nails, kegs.	Oats.		Oil Cake, tons.	Onions, pkgs.	Oranges, bxs. & bbls.	Ore, tons.		Pig Iron, tons.	B'd Pork bbls.	Pork Product.	
		Sacks.	Busbels.				Iron.	Zinc.			Hams, lbs.	Meats, lbs.
January...	59,762	98,792	688,550	380	16,746	121,809	98	2,660	11,262	1,245	4,869,170	32,268,740
February..	52,202	79,699	501,700	126	11,945	162,232	817	3,141	8,843	1,422	3,097,100	18,650,200
March	51,663	76,598	511,610	262	10,065	119,980	20	3,511	11,418	1,748	3,938,985	16,684,080
April.....	50,700	47,608	215,990	.....	8,000	81,220	28	3,417	11,762	598	3,881,695	18,434,980
May.....	49,121	84,987	511,400	619	5,744	49,080	275	4,088	14,294	620	4,749,410	20,028,870
June	54,480	83,777	385,995	120	7,443	36,838	357	4,303	11,747	1,421	5,600,513	20,047,479
July	46,451	58,295	415,765	.....	8,824	9,625	115	4,215	10,800	800	6,922,220	18,609,215
August....	55,312	112,574	979,185	.....	6,605	8,485	145	3,150	10,215	947	5,168,640	18,559,945
September.	53,775	52,819	506,275	110	9,385	3,245	55	3,920	11,035	1,090	6,513,995	21,974,920
October....	58,261	65,939	449,385	160	10,615	4,790	100	4,875	13,975	425	6,423,618	19,982,805
November.	52,550	49,595	480,045	100	11,005	28,655	75	2,780	12,720	167	4,057,720	14,687,185
December.	49,946	54,670	621,640	55	8,425	62,432	420	2,580	12,606	125	3,114,305	17,380,215
Totals..	634,215	858,353	6,219,540	1,881	114,712	678,536	2,005	42,138	139,696	10,526	58,825,371	237,203,084
By Railroad	612,988	756,561	6,219,540	1,881	111,947	678,536	2,005	42,138	139,696	9,698	57,757,728	234,513,600
" River...	21,279	101,792	.....	.....	2,765	.....	.....	.....	.....	890	567,643	2,689,484

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901.—Continued.

Date—1901.	Potatoes.		Eye.		Bls., pkgs.	Salt.			Sheep, head.	Sugar.		
	Pkgs.	Bu.	Sacks.	Bushels.		Sacks.	Bbls.	Bu. bulk.		Hhds.	Bbls.	Bags.
January	36,543	69,130	.....	50,770	11,005	4,480	26,140	.....	1,450	.....	50,599	33,791
February ...	38,435	51,720	.....	73,030	11,468	2,400	13,067	.....	448	.....	25,310	21,876
March	31,087	24,730	.....	65,190	15,230	1,864	15,025	.....	201	.....	31,695	28,306
April	22,210	27,230	.....	17,600	10,769	1,955	14,470	.....	8,559	.....	24,291	19,432
May	18,155	33,030	.....	56,640	11,497	1,734	19,970	.....	6,154	.....	17,581	16,597
June	117,083	111,745	.....	23,938	10,068	2,966	23,375	.....	21,931	.....	15,133	26,468
July	84,710	90,895	325	19,935	4,890	1,870	21,377	4	21,537	.....	15,797	18,302
August	20,505	31,936	5,234	100,450	7,610	2,140	22,497	11	8,218	.....	18,051	24,779
September ..	17,475	13,430	2,737	15,860	8,475	2,435	37,407	7	5,279	.....	23,935	36,185
October	23,563	43,625	215	2,790	16,025	6,210	50,940	.....	1,933	10	18,995	24,235
November ...	26,630	94,415	.....	16,330	15,700	5,415	44,660	14	801	.....	19,625	31,920
December	16,840	63,315	.....	25,075	20,190	6,770	33,875	8	835	303	27,645	42,115
Totals	453,241	660,410	8,564	471,248	142,947	40,809	322,833	44	77,476	313	288,737	324,008
By Railroad..	440,321	660,410	7,552	471,248	140,133	39,855	309,831	44	76,225	313	272,695	310,100
" River	13,010	.....	1,012	.....	2,765	354	12,962	.....	1,251	.....	16,042	13,908

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1901—Concluded.

Date, 1901.	Soap, bxs.	Sour Kraut, pkgs.	Tallow, lbs.	Sigsbee and Co.	Tobacco, Manufact'd, lbs.	Wheat.		Whisky & High- Wines, bbble.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, slabs.
						Sacks.	Bushels.				
January.	73,548	8,007	413,000	74	6,788,200	.....	1,409,790	10,964	922,800	4,804,400	149,785
February.	76,766	8,927	600,100	65	6,813,200	.....	1,455,080	11,066	564,540	3,451,900	150,448
March...	82,555	3,498	406,500	105	6,156,260	.....	2,493,380	13,513	1,881,400	5,279,600	174,660
April...	82,498	2,349	863,500	103	7,328,770	.....	1,155,740	13,138	2,228,600	7,021,500	218,145
May.....	65,160	788	515,100	131	9,028,471	.....	1,855,815	12,315	2,302,080	6,651,200	214,745
June....	75,331	755	342,795	251	9,271,788	2,089	694,857	11,960	3,929,370	6,419,170	237,591
July....	78,470	870	363,845	154	5,977,960	757	2,264,905	10,885	3,024,485	5,056,265	218,555
August..	77,435	1,385	808,500	250	6,612,780	533	2,025,035	11,396	2,195,200	4,062,565	186,620
Sep'mb'r	87,530	12,250	1,198,430	86	7,806,875	1,150	1,768,550	11,396	1,797,960	4,670,280	152,915
October.	89,560	37,120	373,450	107	7,789,765	1,317	956,300	12,023	1,941,535	4,750,195	153,520
Novem'r.	73,170	23,885	1,162,800	238	7,969,740	2,530	632,545	12,701	3,812,100	4,555,505	161,620
Decem'r.	71,092	11,045	1,238,650	211	9,992,060	460	770,893	12,462	2,813,925	3,428,110	159,088
Totals.	938,143	105,829	8,289,220	1,775	90,982,879	8,786	16,992,880	149,729	27,811,875	59,670,720	2,186,647
By R. R..	920,964	105,829	8,289,220	1,774	90,705,735	8,336	15,164,946	140,328	27,808,975	58,238,745	2,186,647
" River	17,169	.....	.....	1	227,144	450	1,828,244	3,401	2,400	1,431,975	.....

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1901.

By Railroad, River, etc.	Apples, bbls.	Bag- ging, pos.	Ban- anas, cars.	Barley.		Butter, lbs.	Beans, sks. & bbls.	Barbed Wire, lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.	Brn and Shipmunt.	
				Sacks.	Bushels.						Sacks.	Cars in blk.
Chicago & Alton R.R., Mo. Div.	1,620				2,250	134,610	1,750		29,285,800	455	86,355	7
Missouri Pacific R.R.	48,857		2	1,437	6,000	4,314,010	3,880		10,332,800	34,095	59,823	885
St. Louis & San Francisco R.R.	370,375		19			549,220				1,450	57,845	1
Wabash R. R. (West)	5,400		6		8,250	418,860	2,110		56,767,400	16,508	26,545	14
St. Louis, Kans. City & Col. R. R.	600											
Missouri, Kansas & Texas R. R.	19,250					307,900	635			9,270	40,890	
St. Louis Southwestern Ry.												
St. L., Iron Mount & Southern R.R.	2,578					8,130		25,000				
Illinois Central R. R.	5,097		811		147,000	884,910	140	100,000		13,020	12,975	4
Louisville & Nashville R.R.	7,825	100	55			4,710				218,575		5
Mobile & Ohio	16,940	2,478	108			35,510				19,640		
Southern Railway	7,050					53,290				2,215	71,238	
Balt. & Ohio S. W. R. R.	8,533					432,040	1,490	2,214,000		105,280	900	2
Chicago & Alton	31,080				108,750	327,870	41,839	9,727,500	502,800	202,280		
C. C. C. & St. Louis	11,198	15				1,240	6,550	9,547,000		12,670	8,650	9
Vandalia & Terre Haute	83,040	4,120				268,030	26,495	2,055,000	12,100	474,153		
Wabash R. R. (East)	10,175					3,081,050	8,830	7,410,000	4,852,900	80,580	280	
Tol. St. Louis & Western R. R.					27,000			1,649,000		43,040		
Chicago, Peoria & St. Louis R. R.	600				890,000			7,277,000		800	8,735	5
Chi. Bur. & Quincy R. R.	21,775				267,750	300,000	12,000		9,276,400		1,100	
St. L., Keokuk & Northwestern R.R.	69,004				875,500	1,171,500	1,900			5,225	876,480	65
Upper Mississippi River						5,500				60	70	
Iowa	9,470			60		86,910	20				263	
Illinois	9,886					5,900						
Missouri	1,091											
Ohio, Camb. & Tenn. Rivers												
Express						603,819				889		
Total	691,404	6,708	1,002	1,637	1,986,500	13,476,929	103,669	40,199,500	110,707,200	1,190,264	740,088	438

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Cattle, and Hops colls.	Cattle, head.	Castor Beans.		Cement,		Cheese, boxes.	Coal, tons.
			Sacks.	Bu. blk.	Sacks.	Bbls.		
Chicago & Alton R.R., Mo. Div.	18,981	.....	.....	4,220	675	30	150
Missouri Pacific R. R.	128,227	.....	15,000	84,525	21,685	1,065	6,645
St. L. & San Francisco R.R.	200,996	500	.....	.....	.....	.....	140
Wabash R. R. (West)	105,077	.....	.....	2,715	120	575	810
St. Louis, Kansas City & Colo. R. R.	2,945	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	269,015	80	800	284,105	6,480	285	150
St. Louis Southwestern Ry.	4,685	.....	.....	.....	.....	.....	880
St. L., Iron Mountain & South'n R. R.	79,845	.....	.....	.....	.....	.....	4,250
Illinois Central R. R.	81,454	124	8,400	51,090	18,540	6,260	928,520
Louisville, Henderson & St. Louis R. R.	4,685	1,170	20	5,810
Louisville & Nashville R. R.	10,632	.....	.....	.....	225	.....	569,000
Mobile & Ohio	10,659	.....	.....	.....	.....	145	279,880
Southern Railway	4,875	.....	600	486,240	53,245	80	727,690
Balt. & Ohio S. W.	9,215	200	.....	10,125	4,400	600	614,800
Chicago & Alton	550	180	.....	14,765	8,670	13,205	91,200
Cleveland, Cin., Chi. & St. Louis R. R.	89,775	200	.....	94,200	10,070	8,860	211,410
Vandalia & Terre Haute R. R.	26,855	.....	600	15,835	4,935	1,240	381,035
Wabash R. R. (East)	2,967	.....	.....	71,405	8,995	780,945	149,890
Toi., St. Louis & Western R. R.	2,844	.....	.....	7,160	400	.....	20,385
Chicago, Peoria & St. Louis R. R.	9,609	.....	.....	811,035	25,985	.....	861,640
Chi., Bur. & Quincy R. R.	4,320	.....	.....	.....	.....	2,105	900
St. Louis, Keokuk & Northwestern R. R.	29,605	860	.....	1,850	8,900	2,680	410
Upper Mississippi River	9,873	.....	.....	12,260	80	.....	.....
Lower " "	7,943	.....	.....	.....	.....	.....	.....
Missouri " "	1,789	.....	.....	.....	.....	.....	.....
Illinois " "	246	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers.	168	.....	.....	.....	.....	.....	.....
Driven.....	15,802	.....	.....	.....	.....	.....	.....
Total.....	92,065	969,881	1,604	24,900	1,977,935	170,805	812,780	4,407,880

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Coffee.		CORN.		Cornmeal	COTTON.		Cotton Seed, tons.
	Sacks.	Pkgs.	Sacks.	Bushels.		Local bales.	Through bales.	
Chicago & Alton R.R., Mo. Div.	715	470	.....	419,200	1,775	.....	.....	.....
Missouri Pacific R.R.	7,745	555	12,585	1,588,000	104,520	.....	.....	.....
St. L. & San Francisco R.R.	1,240	210	.....	569,800	.....	46,517	69,758	90
Wabash R.R. (West)	3,875	225	.....	1,361,200	3,005	28	.....	.....
St. L. Kansas City and Colo. R.R.	.....	.....	.....	8,000	.....	.....	.....	.....
Missouri, Kansas & Texas R.R.	.....	.....	9,550	880,800	4,275	108,708	59,053	120
St. Louis Southwestern Ry.	580	.....	.....	.....	.....	85,005	19,264	1,265
St. L., Iron Mountain & Southern R.R.	82,535	.....	.....	.....	.....	110,768	842,611	1,455
Illinois Central R.R. & St. Louis R.R.	82,990	1,224	655	912,000	.....	14,070	638	.....
Louisville, Henderson & St. Louis R.R.	15,890	2,685	.....	3,400	.....	1,056	8,247	15
Louisville & Nashville R.R.	66,595	350	.....	.....	450	8,404	64,855	.....
Mobile & Ohio R.R.	1,615	540	.....	.....	.....	.....	.....	.....
Southern Railway	23,525	1,755	.....	.....	10,435	.....	.....	.....
Chicago & Alton R.R.	7,490	680	.....	1,500	.....	.....	.....	.....
Balt. & Ohio S. W. R.R.	7,710	2,950	578	14,400	20	.....	.....	.....
Chicago & Alton R.R.	78,470	2,155	.....	2,777,600	.....	.....	.....	.....
C. C. & St. Louis R.R.	2,430	2,155	.....	106,400	11,715	.....	.....	.....
Vandalia & Terre Haute R.R.	2,545	2,125	204	78,400	60,180	.....	.....	.....
Wabash R.R. (East)	20,235	85,750	.....	1,252,400	.....	.....	.....	.....
Tol., St. Louis & Western R.R.	.....	715	.....	67,200	.....	.....	.....	.....
Chicago, Peoria & St. Louis R.R.	.....	.....	.....	2,024,000	.....	.....	.....	.....
Chi., Burl. & Quincy R.R.	1,890	530	8,000	8,588,400	100	65	.....	.....
St. Louis, Keokuk & Northwestern R.R.	.....	.....	22,652	4,952,000	47,775	8,827	.....	.....
Upper Mississippi River.	.....	.....	22,886	.....	.....	8,787	.....	.....
Lower " "	.....	.....	6,054	16,000	.....	.....	.....	.....
Missouri " "	.....	.....	.....	.....	.....	.....	.....	.....
Illinois " "	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....
Wagon.....	.....	.....	.....	500,000	.....	.....	.....	.....
Total	874,875	133,840	86,904	20,616,800	249,050	528,812	584,516	2,990

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc	Cotton-Seed Meal, tons.	Coke, tons.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed.		Fish, pkgs.	Flour, bbls.
					Sacks.	Bu. bls.		
Chicago & Alton R. R., Mo. Div.	80	40	1,425	4,283	168	116,400	4,520	249,885
Missouri Pacific R. R.	90	...	73,125	293,272	...	2,400	1,000	497,535
St. Louis & San Francisco R. R.	...	...	56,907	205,677	...	...	...	178,815
Wabash R. R. (West)	...	...	17,413	54,065	...	...	...	278,275
St. L., Kansas City & Colo. R. R.	...	...	...	...	...	...	...	...
Mo., Kansas & Texas R. R.	...	...	...	...	...	5,100	...	48,215
St. Louis Southwestern R. R.	891	...	4,310	180,741	...	...	...	...
St. L., Iron Moun. & South'n R. R.	8,287	...	6	164	...	...	...	...
Illinois Central R. R.	11,854	185	18,908	49,042	...	...	...	9,810
Louisville, Henderson & St. Louis R. R.	541	2,262	8,887	6,887	...	...	1,250	28,195
Louisville & Nashville R. R.	...	9,519	794	...	...	...	...	...
Mobile & Ohio	1,405	24,888	8,777	5,908	...	...	...	8,880
Southern Railway	2,085	100	29	8,414	...	...	...	1,775
Balt. & Ohio S. W. R. R.	...	86,770	596	7,569	...	...	...	27,880
Chicago & Alton	...	88,270	13,052	8,311	...	...	6,475	1,980
C., C. & St. Louis	...	1,125	1,689	1,483	...	...	12,475	80,870
Vandalia & Terre Haute	...	13,945	1,320	10	...	...	1,055	1,525
Wabash R. R. (East)	...	49,567	67	529	...	...	515	18,410
Toledo, St. Louis & Western R. R.	...	701	5,987	21,313	...	...	66,480	18,083
Chicago, Peoria & St. Louis R. R.	...	10	...	...	...	...	...	715
Chicago, Burl. & Quincy R. R.	...	6,188	...	...	...	...	...	161,640
St. Louis, Keokuk & Northwestern R. R.	...	...	19,825	17,841	...	600	...	115,780
Upper Mississippi River.	...	...	91	5,571	...	73,000	280	497,790
Lower	18	...	3,020	27,520	...	...	...	12,418
Illinois	...	...	12	1,821	...	...	...	7,870
Missouri	...	...	12	2,645	...	20	...	9,675
Ohio, Cumb. and Tenn. Rivers.	...	...	157	...	...	...	...	75
Express	...	...	...	165,068	...	...	...	...
Total.	19,698	212,908	229,814	1,072,646	188	196,500	98,980	2,170,648

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Grease, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	HA Y.		Horses & Mules, head.	Hides, lbs.	Hogs, head.
				Local tons.	Through tons.			
Chicago & Alton R.R., Mo. Div.	79,600	.....	170	605	275	4,144	8,530,820	69,928
Missouri Pacific R.R.	412,900	.....	60	10,745	17,400	13,025	3,442,690	390,850
St. Louis & San Francisco R.R.	.....	.....	130	9,960	1,940	11,428	1,699,960	384,798
Wabash R.R. (West)	72,700	.....	.....	10,370	1,125	24,040	23,225,990	288,085
St. L., Kas. City and Colo. R.R.	.....	.....	.....	40	.....	389	.....	18,968
Missouri, Kansas & Texas R.R.	.....	.....	15	9,625	4,755	4,828	4,308,040	108,200
St. Louis Southwestern Ry.	.....	.....	.....	825	115	282	108,420	26,199
St. L., Iron Moun. & Southern R.R.	.....	.....	.....	410	80	8,752	8,687,080	156,778
Illinois Central R.R.	804	.....	9,625	6,225	80	9,948	221,260	104,004
Louisville, Henderson & St. L. R.R.	.....	.....	40,460	10	.....	39	9,230	.....
Louisville & Nashville R.R.	.....	.....	4,945	190	40	8,625	94,440	56,910
Mobile & Ohio	.....	.....	.....	80	30	785	683,080	40,883
Southern Railway	60,000	.....	22,710	615	.....	584	180,820	30,479
Balt. & Ohio S. W. Railroad	.....	170	29,535	6,755	60	1,494	190,240	91,768
Chicago & Alton	.....	5,710	4,775	3,165	80	8,467	1,247,280	91,493
C. C. O., & St. Louis	.....	.....	75	11,965	4,660	2,263	1,800	39,477
Vandalia & Terre Haute	.....	875	6,795	11,895	4,540	3,214	81,820	18,901
Wabash R.R. (East)	586,400	1,765	715	29,720	20	4,235	126,020	38,712
Toledo, St. Louis & Western R.R.	.....	.....	4,425	18,600	11,170	478	.....	5,775
Chicago, Peoria & St. Louis R.R.	.....	89,175	22,685	5,555	4,540	1,672	.....	69,998
Chi., Burl. & Quincy R.R.	.....	.....	185	27,440	4,880	8,569	27,000	77,054
St. L., Keokuk & Northwestern R.R.	1,269,400	.....	.....	28,280	2,790	81,465	7,509,950	200,509
Upper Mississippi River	15,600	.....	.....	1,185	.....	1,404	44,158	15,692
Lower	1,100	.....	.....	18	.....	708	847,460	56,356
Illinois	.....	.....	.....	74	.....	149	9,110	14,140
Missouri	.....	.....	.....	.....	.....	47	14,140	3,261
Ohio, Cumb. & Tennessee Rivers	.....	.....	.....	.....	.....	20	16,500	8,966
Driven	.....	.....	.....	.....	.....	15,454	.....	21,008
Total	2,487,700	48,489	145,225	193,142	57,990	149,716	55,005,080	2,296,945

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, Etc.	Hops. bales.	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leather rolls.	Lom- ons, pigs.	Lumber.		Malt, bks.	Mds. & Sund's	
								Car.	M feet.		Pigs.	Car.
Chicago & Alton R. R., Mo. Div.	15	20	.....	11,676,700	82,020	950	845	62	.....	.....	918,800	2,885
Missouri Pacific R. R.	2,451	100	.....	5,960,800	424,705	566	44,845	2,685	.....	.....	227,850	11,911
St. Louis & San Francisco R. R.	.....	209	.....	24,300	816,470	20	8,745	924	.....	.....	246,060	8,115
Wabash R. R. (West)	252	.....	.....	16,451,800	8,470	1,986	3,960	574	.....	.....	741,660	7,004
St. L., Kansas City & Colorado R. R.	.....	.....	.....	675,600	82,800	.....	1,240	9	.....	.....	169,150	1,524
Missouri, Kansas & Texas R. R.	.....	.....	.....	.....	.....	.....	.....	167	.....	.....	.....	5,522
St. Louis Southwestern Ry.	.....	57	.....	.....	.....	.....	19,180	7,765	.....	.....	6,510	896
St. L., Iron Mountain & South'n R. R.	.....	.....	.....	.....	146,060	.....	58,414	.....	.....	.....	801,750	22,746
Illinois Central R. R.	9,868	9,868	.....	68,600	.....	9,090	820	18,245	.....	4,150	580,240	13,888
Louis., Henderson & St. L. R. R.	8,329	8,329	.....	600	.....	1,570	.....	82	.....	.....	162,770	4,125
Louisville and Nashville R. R.	8,018	8,018	.....	5,600	.....	170	12,240	18,594	.....	.....	522,760	6,434
Mobile & Ohio	.....	.....	.....	14,800	.....	.....	10	2,020	.....	.....	72,770	4,456
Southern Railway	22	9,687	.....	600	.....	10,080	880	1,068	.....	.....	210,850	6,103
Balt. & Ohio S. W. Railroad	200	10,181	.....	.....	.....	26,400	880	108	.....	.....	278,130	6,762
Chicago & Alton	146	17,108	.....	2,098,800	18,465	18,950	2,455	888	15,740	.....	907,410	13,860
C., C. & St. Louis	175	32,193	.....	.....	.....	9,750	4,140	169	.....	.....	1,645,840	14,815
Vandalia & Terre Haute	82	35,165	.....	43,800	885	7,615	896	236	.....	.....	1,846,080	12,689
Wabash R. R. (East)	1,998	62,743	610	4,805,700	.....	44,805	9,670	1,294	188,130	.....	1,694,360	7,977
Toledo, St. Louis & Western R. R.	76	56,742	.....	.....	.....	1,260	30,875	124	.....	.....	461,840	4,708
Chicago, Peoria & St. Louis R. R.	21,847	21,847	.....	.....	7,060	27,285	810	1,164	15,975	.....	265,800	5,861
Chi., Burl. & Quincy R. R.	.....	80	.....	129,000	.....	515	22,410	501	.....	.....	272,880	8,829
St. Louis, Keokuk & Northwestern R. R.	81	.....	.....	18,682,600	250,580	.....	.....	2,060	.....	.....	892,280	8,515
Upper Mississippi River	.....	.....	.....	6,300	.....	.....	.....	.....	.....	.....	54,370	.....
Lower	.....	.....	.....	2,600	.....	.....	.....	.....	.....	.....	272,080	.....
Illinois	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,760	.....
Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	.....
Ohio, Cumb. & Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,440	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	82,890	.....
.....
Total	5,343	271,952	51,868	55,573,880	1,800,235	103,660	162,270	111,897	49,352	178,985	10,852,040	167,014

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Molasses.		Mel- ons, Cars.	Nails, Kgs.	Oats.		Oatmeal.		Oils.		Onions.	
	Bbls.	Kgs.			Sacks.	Bushels.	Sks.	Bbls.	C'ses.	Bbls.	T'ss.	Sacks & Oars blk. bbls.
Chicago & Alton R.R., Mo. Div.	.....	.....	1	.....	117	110,400	25	.....	.....	.....	6	615
Missouri Pacific R.R.	150	.....	98	.....	.....	69,600	.....	.....	800	1,925	81	805
St. Louis & San Francisco R.R.	60	.....	68	.....	.....	89,600	.....	.....	.....	455	230	1,025
Wabash R.R. (West)	.....	.....	.....	.....	14	1,195,200	850	450	4,120	5,765	98	885
St. Louis, Kans. City & Col. R.R.	.....	.....	.....	.....	.....	43,200	.....	.....	.....	735	233	555
Mo. Kansas & Texas R.R.	55	.....	85	.....	951	.....	.....	.....	.....	835	152	.....
St. Louis Southwestern R.R.	8,240	.....	273	.....	.....	.....	.....	.....	.....	835	152	.....
St. L., Iron Mount & South'n R.R.	8,780	.....	865	400	.....	.....	.....	.....	.....	295	498	955
Illinois Central R.R.	1,800	.....	.....	18,645	.....	997,200	.....	.....	.....	1,560	44	17,085
Louisville, Henderson & St. Louis R.R.	1,800	.....	.....	88,640	.....	.....	.....	.....	.....	.....	18	.....
Louisville & Nashville R.R.	1,800	25	.....	88,120	29	.....	.....	.....	.....	.....	.....	.....
Mobile & Ohio	17,110	100	11	.....	.....	.....	.....	.....	.....	60	.....	6,454
Southern Railway	15	.....	.....	75,725	.....	.....	.....	.....	.....	165	185	.....
Balt. & Ohio S. W. Railroad	.....	.....	.....	21,440	.....	.....	.....	.....	.....	705	.....	.....
Chicago & Alton	155	25	.....	112,970	8,998	85,600	.....	.....	.....	5,190	65	1,420
C., C. & St. Louis	.....	.....	.....	117,400	.....	1,109,600	860	185	610	6,780	827	6,218
Vandalia & Terre Haute	.....	.....	.....	75,735	737	94,800	.....	.....	.....	6,160	1,087	2,140
Wabash R.R. (East)	120	.....	.....	75,735	1,040	1,554,600	.....	.....	.....	1,000	239	2,540
Toledo, St. Louis & Western R.R.	.....	.....	8	57,125	1,040	1,554,600	.....	.....	.....	1,000	239	2,540
Chicago, Peoria & St. Louis R.R.	880	.....	.....	106,470	.....	8,100,000	1,215	.....	3,120	3,950	761	2,565
Chl., Burl. & Quincy	.....	.....	.....	19,920	.....	2,044,400	.....	.....	.....	710	859	.....
St. Louis, Keokuk & Northwestern R.R.	20,950	1,750	.....	8,525	2,650	2,126,600	200	.....	.....	1,770	2,603	200
St. Louis, Keokuk & Northwestern R.R.	45	8	.....	8,525	6,733	2,126,600	25	15	680	1,770	59	4,575
Upper Mississippi River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	915
Lower	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	2,210	.....	.....	.....	83	.....	.....	.....	.....	10	.....	3,445
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....
Wagon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	54,990	1,940	1,390	688,200	16,428	15,646,000	23,920	3,408,631	610	40,025	8,428	55,782

560

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, Etc.	Oranges bxs.&bbls		Ore.		Pig Iron, tons.	Patries and Furn. Pgts.	Pork Product.			Potatoes.	
	Iron, tons.	Zinc, tons.	Bid Pkt. bbls.	Hams, lbs.			Meats. lbs.	Sacks & bbls.	Cars Bulk.		
Chicago & Alton R.R., Mo. Div.....	4,465	.....	44	.....	.....	.....	185	1,855,700	41,621,100	1,690	86
Missouri Pacific R.R.....	72,625	12,747	17,511	.....	3,907	9,574	820	2,590,400	29,883,800	4,790	57
St. L. & San Francisco R.R.....	81,290	1,431	22,185	.....	17,630	322	.....	1,012,900	1,321,000	2,545	231
Wabash R.R. (West).....	15,925	62	.....	.....	63	18,885	1,460	3,775,800	97,263,600	15,480	85
St. Louis, Kansas City & Colo. R.R.....	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R.R.....	28,355	.....	.....	.....	.....	1,398	.....	433,200	889,400	4,695	10
St. Louis Southwestern R.R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	470	12
St. L., Iron Mon. & South'n R.R.....	321,805	50,162	53	.....	27,858	898	.....	.....	.....	96,425	168
Illinois Central R.R.....	2,800	.....	.....	.....	46,202	.....	.....	.....	.....	36,435	786
Louisville Henderson & St. L. R.R.....	.....	.....	.....	.....	46,298	.....	.....	.....	.....	666,800	.....
Louisville & Nashville R.R.....	3,900	.....	.....	.....	45,840	289	.....	.....	.....	6,892	.....
Mobile & Ohio.....	22,225	1,115	.....	.....	19,587	.....	.....	1,000	28,200	17,000	.....
Southern Railway.....	15	.....	.....	.....	18,379	313	.....	900	4,000	.....	.....
Balt. & Ohio S. W. Railroad.....	.....	.....	.....	.....	3,411	1,640	.....	.....	4,600	.....	.....
Chicago & Alton.....	2,165	3,668	37	.....	.....	.....	100	186,400	15,704,600	17,640	488
C., C. & St. Louis.....	.....	.....	.....	.....	1,420	.....	.....	.....	.....	3,630	188
Vandalia & Terre Haute.....	.....	.....	.....	.....	849	6	.....	90,400	752,600	21,581	417
Wabash R.R. (East).....	180	8,038	.....	.....	3,186	40	2,330	.....	14,886,500	85,745	1,729
Chicago, Peoria & St. Louis R.R.....	.....	.....	.....	.....	7,246	.....	.....	.....	2,025	760	.....
Chicago, Burlington & Western R.R.....	.....	.....	.....	.....	210	.....	600	.....	931,200	.....	86
Chl., Burl. & Quincy R.R.....	.....	.....	.....	.....	.....	80	.....	.....	8,550,000	15,735	208
St. L., Keokuk & Northwestern R.R.....	91,820	.....	261	.....	19	574	1,115	2,425,200	112,414,100	15,735	208
Upper Mississippi River.....	.....	.....	.....	.....	.....	807	18	.....	.....	1,064	.....
Lower.....	.....	.....	.....	.....	.....	906	.....	.....	.....	10,692	.....
Illinois.....	.....	.....	.....	.....	.....	87	.....	.....	.....	572	.....
Missouri.....	.....	.....	.....	.....	.....	133	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	746,970	78,086	40,173	196,942	85,084	6,028	19,841,900	324,29,4000	807,508	4,885	.....

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	R.R.		Rice, pgs.	Roshn, bbls.	R.R. Iron, tons.	SALT.			Seeds, lbs & bbls.
	Sacks.	Bush.				Sacks.	Bbls.	Bulk Cars.	
Chicago & Alton R.R., Mo. Div.....	.....	5,250	.....	.....	115	200	.....	1	.....
Missouri Pacific R.R.....	.....	28,500	900	.....	.....	18,020	1,835	617	19,466
St. Louis & San Francisco R.R.....	.....	.....	11,535	.....	4,080	.....	.....	.....	26
Wabash R. R. (West).....	210	54,000	.....	.....	.....	85	.....	.....	8,218
St. L., Kansas City & Colorado R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	.....	750	1,875	.....	.....	.....	.....	.....	505
St. Louis Southwestern R. R.....	.....	.....	.....	190	101	.....	.....	.....	.....
St. L., Iron Mount. & Southern R. R.....	.....	.....	24,450	200	.....	.....	200	.....	804
Illinois Central R. R.....	.....	11,250	60,880	15,688	40	2,810	120,720	802	870
Louisville, Henderson & St. Louis R. R.....	.....	.....	2,425	130	50	.....	.....	.....	879
Louisville & Nashville R.R.....	.....	.....	40,375	17,515	920	.....	.....	.....	7
Mobile & Ohio.....	.....	750	.....	56,215	.....	.....	.....	.....	.....
Southern Railway.....	.....	.....	10	1,165	.....	.....	630	1	150
Balt. & Ohio S. W. Railroad.....	.....	10,500	80,450	.....	.....	1,850	6,290	21	10,740
Chicago & Alton.....	268	27,000	315	.....	280	830	1,835	6	.....
C. C. C. & St. Louis.....	272	19,750	203	.....	180	1,700	11,020	147	804
Vandalia & Terre Haute R. R.....	84	7,500	40	.....	24,708	8,980	76,545	66	87
Wabash R. R. (East).....	.....	44,250	.....	.....	64,847	4,500	83,785	89	.....
Toledo, St. Louis & Western R. R.....	.....	63,000	.....	.....	4,178	7,885	63,400	180	850
Chicago, Peoria & St. Louis R. R.....	.....	54,000	.....	.....	11,180	.....	.....	.....	2,800
Chi., Burl. & Quincy R.R.....	.....	146,250	.....	.....	.....	.....	.....	.....	28,049
St. Louis, Keokuk & Northwestern R. R.....	.....	218,750	375	.....	6,417	.....	.....	.....	977
Upper Mississippi River.....	897	.....	.....	.....	.....	.....	.....	.....	65
Lower.....	992	.....	.....	.....	.....	.....	.....	.....	18
Illinois.....	1,836	.....	.....	.....	.....	.....	.....	.....	23
Missouri.....	.....	.....	.....	.....	.....	.....	.....	.....	20
Ohio, Cumberland and Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	8,249	679,500	178,530	90,961	139,936	35,260	315,235	1,890	69,558

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Sheep, head.	Staves.		Sugar.			Shin- gins. M.	Tallow, lbs.	Tar and Pitch. bbls.	Tobacco.		
		M. Carr.	Hds.	Bbls.	Bags.	Hds.				Hds.	Pkg. Leaf.	Manuf'd. Pounds.
Chicago & Alton R.R., Mo. Div.	17,849	5	...	...	...	...	40,885	308,800	...	...	68	3,800
Missouri Pacific R.R.	85,860	84	...	200	1,100	...	230	2,088,800	...	...	52	12,600
St. Louis & San Francisco R.R.	106,823	83	...	806	...	...	8,186	188,250	...	...	7	8,800
Wabash R.R. (West)	101,630	7	...	...	...	...	...	2,450,100	137	...	112	86,370
St. L., Kansas City & Colorado R.R.	8,250	...	...	...	...	...	...	...	...	...	...	...
Mo., Kansas & Texas R.R.	28,530	1,019	...	100	...	...	...	487,700	...	...	8	68,660
St. Louis Southwestern Ry.	1,505	1,631	...	...	...	...	...	...	...	...	...	7,500
St. L., Iron Mount. & South'n R.R.	29,695	1,838	...	...	...	...	2,540	183,800	...	...	200	...
Illinois Central R.R.	16,870	8	...	55,510	6,495	...	...	208,500	...	...	...	...
Louisville & Nashville R.R.	12,086	142	...	131,735	203,825	...	...	75,100	1,548	...	23	19,180
Mobile & Ohio	9,233	755	...	12,950	15,190	...	...	46,500	...	...	...	4,681,070
Southern Railway	12,164	191	...	4,345	3,088	...	...	33,800	...	...	188	148,630
Balt. & Ohio S. W. Railroad.	11,021	223	...	64,225	98,040	...	...	25,100	...	...	17	...
Chicago & Alton	8,748	765	...	10,615	58,700	...	...	129,300	...	...	...	3,388,480
C. C. & St. Louis	8,000	49	...	4,950	5,000	...	150	589,300	...	...	...	2,146,700
Vandalia & Terre Haute	7,853	78	...	11,725	23,415	...	...	14,600	...	...	...	549,380
Wabash R.R. (East)	1,553	49	...	2,280	40	...	...	380,200	...	...	...	...
Toledo, St. Louis & Western R.R.	3,369	...	...	26,475	17,925	...	100	...	...	...	...	8,577,740
Chicago, Peoria & St. Louis R.R.	7,339	...	...	6,150	2,645	...	...	...	...	...	...	109,600
Chi., Burl. & Quincy R.R.	5,793	1	...	380	200	...	...	...	...	...	...	1,900
St. L., Keokuk & Northwestern R.R.	95,112	...	...	1,650	600	...	...	...	...	...	...	...
Upper Mississippi River.	9,530	...	...	285	26,825	...	...	...	...	...	...	...
Lower	6,267	1065	...	119,471	72,981	...	...	...	...	...	...	...
Illinois	9,890	...	...	...	...	...	...	...	...	...	...	...
Missouri	...	...	...	...	...	...	...	...	...	...	...	...
Ohio, Cumb. & Tenn. Rivers.	...	...	...	...	...	...	...	...	...	...	...	...
Driven.	...	...	...	...	...	...	...	...	...	...	...	...
Total	534,115	1065	5,751	465,246	584,516	263	147,408	11,144,450	4,596	52,127	9,698	14,893,940

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

By Railroad, River, etc.	Turpentine.		Tin, bxs.	Tea, chests.	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc & Spelter, slabs.
	Bbls.	Tanks.			Sacks.	Bushels.	Barrels.	Brs & Cas.		
Chicago & Alton R. R., Mo. Div.	160	.....	512,800	86	140	1,181,660	1,080
Missouri Pacific R. R.	86,071	6,229,600	6,410	1,675	7,229,460	1,893,260
St. Louis & San Francisco R. R.	8,361,600	1,840	15	2,124,880	627,120
Wabash R. R. (West)	1,680	207	696,800	680	1,015	3,166,200	480
St. L. Kans. City and Col. R. R.	840,800	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	100,719	824,800	426	645	687,260	25,486
St. Louis Southern Ry.	11,061	108,800	.....	60	20,660	.....
St. Louis, Iron Mt. & Southern R. R.	440	419,800	2,810	75	620,880	.....
Illinois Central R. R.	184	.....	.....	.....	1,608	864,800	.....	.....	1,126,710	.....
Louisville, Henderson & St. L. R. R.	140	.....	.....	1,800	55	84,490	.....	.....
Louisville & Nashville R. R.	28	18,600	160	1,275	27,480	.....
Mobile & Ohio	98	.....	.....	.....	78	114,400	10	5	88,900	.....
Southern	85	.....	82,800	2,280	11,210	63,820	.....
Balt. & Ohio S. W.	11,145	.....	26,600	155	24,905	211,870	.....
Chicago & Alton	89	.....	.....	242,400	1,690	795	864,170	.....
C. & C. & St. Louis	380	500	.....	82,400	6,015	7,865	184,700	940
Vandalia & Terre Haute	82,145	60	.....	27,200	1,085	10,840	82,960	.....
Wabash R. R. (East)	805	635	418	68,800	1,645	1,845	882,890	.....
Toledo, St. Louis & Western R. R.	1	2,680	1,291	1,000	88,400	75	.....	20,000	.....
Chicago, Peoria & St. Louis R. R.	49,110	.....	.....	540,800	.....	.....	40,980	.....
Chicago, Burl. & Quincy R. R.	280	.....	.....	1,184,800	.....	.....	75,800	.....
St. L., Keokuk & Northwestern R. R.	5,680	.....	2,656,800	515	865	7,869,960	.....
Upper Mississippi River	44,400	.....	.....	.....	149,680	.....
Lower	112,804	.....	60	28	149,680	.....
Illinois	576,865	.....	5	.....	9,600	.....
Missouri	61,748	.....	.....	.....	24,080	.....
Ohio, Cumb. & Tenn. Rivers	27,009	.....	.....	.....	10,200	.....
Wagon	81	450,480	.....	.....	.....	.....
Total	277	268	88,560	21,246	1,022,972	19,659,280	26,780	95,983	26,877,110	2,023,898

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	Bananas, Cans.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, bbls. and lbs.	Barbed Wire, lbs.	Canned Beef, lbs.
					Sacks.	Bush.					
Chicago & Alton R. R., Mo. Div	180	20,886	.....	.....	.....	880	.....	661	.....	8,204,070	.....
Missouri Pacific R. R.	5,075	702,260	1,235	97	.....	.....	88,400	5,618	.....	14,875,970	50,400
St. Louis & San Francisco R. R.	11,475	800,920	29,750	22	.....	.....	.....	59,435	.....	17,265,700	64,000
Wabash R. R. (West)	8,415	202,200	7,865	131	.....	.....	52,500	16,100	.....	941,960	.....
St. L., Kansas City & Colo. R. R. ....	.....	9,400	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	8,025	189,870	18,889	.....	.....	.....	800	11,784	75	6,242,538	184,860
St. Louis Southwestern Ry.	5,721	14,175	86,960	.....	.....	.....	52,960	8,979	5	852,450	2,200
St. L., Iron Moun. & Southern R. R.	71,890	1,354,985	241,889	.....	.....	.....	1,251,970	52,964	.....	8,708,310	187,880
Illinois Central	66,702	211,678	33,972	5	100	8,820	878,960	66,555	1,621	1,154,420	170,810
Louisville, Henderson & St. Louis R. R.	55	39,110	.....	.....	.....	43,865	.....	50	.....	.....	79,600
Louisville & Nashville R. R.	11,190	50,235	5	.....	.....	2,985	7,860	1,905	.....	.....	122,740
Mobile & Ohio R. R.	5,945	99,435	2,268	.....	.....	.....	15,860	490	.....	4,000	238,600
Southern Railway	245	79,690	5	.....	810	32,405	68,350	550	.....	13,360	476,860
Balt. & Ohio S. W. R. R.	12,914	58,690	.....	.....	960	3,825	310,860	2,660	15	318,960	48,700
Chicago & Alton R. R.	86,949	251,396	.....	.....	.....	.....	26,800	1,964	.....	300,050	.....
O. C. & St. L. R. R.	40,825	60,460	260	.....	.....	.....	6,440	1,160	74	95,100	65,000
Vandalia R. R.	41,240	106,358	209	8	.....	.....	98,800	6,086	.....	11,300	25,000
Wabash R. R. (East)	161,635	227,990	.....	1	.....	.....	8,289,965	8,571	10	384,000	89,860
Toledo, St. Louis & Western R. R.	51,130	76,480	.....	.....	.....	.....	53,600	870	860	.....	759,200
Chicago, Peoria & St. Louis R. R.	8,935	86,035	180	5	.....	.....	20,000	.....	.....	.....	.....
Chi., Burl. & Quincy R. R.	45,435	92,940	25	899	.....	.....	.....	.....	.....	.....	.....
St. L., Keokuk & Northwestern R. R.	45,235	375,964	6,547	129	.....	.....	18,100	1,683	.....	4,408,658	16,200
Total by Railroad	627,936	4,525,295	876,869	1,252	1,690	67,850	6,176,705	210,875	2,660	57,788,845	2,419,140
By River	1,808	42,608	5,294	.....	219	.....	81,509	8,484	500	1,218,985	.....
Total by Rail and River	629,292	4,567,869	881,158	1,252	2,079	67,850	6,262,214	319,809	3,160	58,960,780	2,419,140

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

BY RAILROAD & RIVER	Fresh Beef, Pounds.	Boots and Shoes, Cases.	BEAN.		Cattle, head.	Castor Beans, Bu. blk.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
			Sacks.	Qtrs, blk.					Sacks.	Pkgs.	Secds.	Bushels.
Chl. & Alton R. E., Mo. Div.	80,000	16,630	470	4	1,693	.....	57	3,247	2,332	1,648	400	4,060
Missouri Pacific R. E.....	41,700	74,888	29,615	1	3,819	.....	9,314	57,447	35,870	9,045	140	197,960
St. L. & San Francisco R. E.	.....	312,515	6,460	1	1,915	.....	15,555	935,568	5,799	66,775	.....	782,000
Wabash R. E. (West).....	.....	62,675	1,745	.....	2,848	.....	15,615	102,575	23,830	9,260	501	112,310
St. L., K. C. & Col. R. E.....	.....	.....	.....	3	105	.....	.....	35,111	90	.....	.....	19,500
Mo., Kansas & Texas R. E.	503,800	58,434	34,135	3	2,300	.....	16,453	15,130	30,839	15,380	81,417	684,180
St. Louis Southwestern R. E.	49,969	26,564	4,410	3	30	.....	22,768	45	4,361	3,850	123,234	212,300
St. L., Iron Mount. & S. R. E.	2,814,465	186,637	40,500	585	4,090	.....	126,819	261,570	16,690	50,912	15,795	1,331,065
Illinois Central R. E.....	18,096,870	147,691	49,155	2	6,816	75	33,302	7,104	25,551	58,855	287,217	1,905,870
Louisv., Hmd. & St. L. R. E.	6,033,690	9,626	760	9	.....	.....	45	2,090	840	1,151	133	3,095,775
Louisville & Nashville R. E.	6,043,715	55,695	44,005	127	5,157	.....	8,235	45	4,687	5,650	21,814	1,535,180
Mobile & Ohio ".....	304,665	18,462	26,185	.....	2,063	.....	26,438	40	3,741	1,968	385,943	2,455,750
Southern Railroad.....	29,350	15,208	5,180	.....	3,150	5	4,790	35	2,005	810	36,840	1,430,895
Balt. & Ohio S. W. Railroad	10,926,225	11,865	8,970	4	11,357	.....	.....	.....	9,355	5,242	520	888,870
Chicago & Alton ".....	76,864,460	17,423	79,155	237	33,054	.....	102	1,965	1,645	937	720	6,400
C. O., C. & St. L. ".....	54,730,706	13,723	5,800	6	33,561	.....	127	.....	1,645	880	.....	279,795
Vandalia R. E.....	42,064,520	22,640	19,660	219	38,101	.....	1,943	167	5,290	7,155	.....	275,695
Wabash R. E. (East).....	59,673,450	12,452	111,715	229	34,813	10	2,466	50	14,441	215	.....	20,465
Tol., St. L. & Western R. E.	70,737,980	2,573	131,555	64	8,438	.....	.....	.....	10	50	4,535	146,735
Chicago, Peoria & St. L. R. E.	.....	30	205,645	86	13,400	.....	.....	.....	.....	.....	50	6,135
Chl., Burl. & Quincy R. E..	28,700	.....	.....	.....	4,647	.....	120	51,255	1,395	1,817	.....	4,980
St. L., Keokuk & N. W. R. E.	195,260	43,238	.....	.....	2,157	.....	3,777	84,701	14,307	20,774	300	37,430
Total by Railroad.....	846,109,170	1,049,236	905,070	1,553	249,993	90	292,973	926,142	200,244	289,074	892,159	14,407,210
By River.....	578,860	21,697	26,595	.....	2,701	135	7,048	10,126	14,007	40	35,036	535,765
Total by Rail and River.	848,443,030	1,070,960	941,665	1,553	252,749	215	300,023	936,268	214,251	289,114	926,247	14,942,915

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901--Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pigs.	Eggs, pigs.	Flax Seed, Bu. bbl.	Flour, bbls.	Fertilizer tons.	Grease, lbs.
Chicago & Alton R.R., Mo. Div.....	.....	769	15	40	6,822	.....	.....	989	160	.....
Missouri Pacific "	9,425	100	2,105	42,180	6,975	70	.....	19,020	50	.....
St. Louis & San Francisco R.R.....	800	.....	....	6,775	600	.....	.....	7,280	866	1,382,400
Wabash R. R. (West).....	.....	.....	15	14,015	14,975	.....	.....	2,550	25	.....
St. L., Kansas City & Colo. R. R.....	.....	.....	....	.....	.....	.....	.....	820	40	.....
Mo., Kansas & Texas R. R.....	2,510	100	20	17,587	18,489	85	.....	15,008	.....	.....
St. Louis Southwestern Ry.....	980	.....	...	2,905	2,674	.....	.....	81,269	80	82,100
St. Louis, I. M. & S. Ry.....	115,297	55	45	86,817	88,024	1,200	.....	280,544	6,268	.....
Illinois Central R. R.....	129,590	88,889	45	21,200	116,262	21,990	.....	406,794	12,277	680,875
Louis, Hend. & St. L. R. R.....	250	1,980	200	.....	4,975	.....	.....	812,128	4,220	.....
Louisville & Nashville R.R.....	240	6,462	.....	110	7,240	1,780	.....	88,142	8,786	.....
Mobile & Ohio	88,260	114	.....	.....	5,271	.....	.....	205,882	751	.....
Southern Railroad.....	1,580	22,805	26	1,070	8,960	540	540	871,115	4,887	154,750
Balt. & Ohio S. W. R. R.....	.....	50,421	875	625	27,685	268,885	.....	55,880	1,878	.....
Chicago & Alton " .....	.....	208,597	405	560	1,819	22,925	71,600	164,427	4,201	78,700
C. O. C. & St. L. " .....	.....	141,281	415	80	21,550	47,700	.....	804,845	2,719	875,500
Vandalia & Terre Haute R. R.....	.....	50,824	815	1,467	12,885	11,165	.....	81,062	875	.....
Wabash R. R. (East).....	.....	108,071	2,700	1,480	86,080	884,790	.....	70,890	120	828,200
Toledo, St. Louis & Western R.R.....	.....	198,626	4,115	.....	18,000	18,785	10,750	886,148	1,546	121,000
Chicago, Peoria & St. Louis R.R.....	.....	142,978	680	.....	1,980	.....	.....	56,914	188	.....
Chl., Burl. & Quincy R. R.....	.....	19,488	685	.....	.....	8,160	1,065	2,660	.....	.....
St. Louis, Keokuk & N. W. R. R.....	280	8,861	1,900	88,968	9,829	.....	.....	2,897	.....	.....
Total by Railroad.....	368,642	978,776	18,908	179,134	851,885	770,465	88,065	2,878,517	44,887	8,062,925
By River	50,082	61	.....	646	7,951	2	.....	88,046	61	29,550
Total by Rail and River.....	848,674	978,887	18,908	179,780	859,836	770,472	88,067	2,961,568	44,898	8,112,475

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901--Continued.

THE CITY OF ST. LOUIS.

250

BY RAILROAD AND RIVER.	Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hornly & Grains, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lemons, boxes.	Lumber Cords.	Lumber M feet.	Malt. Sacks.
Chicago & Alton R. R., Mo. Div.	25	325	34,500	.....	.....	25,400	.....	.....	363	.....	900
Missouri Pacific "	6,846	661	400	880	104	4,854,910	800	2,497	14,199	.....	760
St. Louis & San Francisco R. R.	8,660	1,890	.....	2,265	.....	1,045,800	.....	1,850	478	.....	17,800
Wabash R. R. (West)	480	674	277,500	.....	3,328	116,905	.....	16,125	4,808	.....	11,645
St. L., E. C. & Col. R. R.	1,524	24	.....	.....	.....	.....	.....	.....	621	.....	.....
Missouri, Kansas & Texas R. R.	435	298	87,000	2,007	486	529,900	.....	6,504	1,120	.....	6,680
St. Louis Southwestern Ry.	508	27	400	664	.....	868,145	50	198	7	.....	4,860
St. L., Iron Mount. & Southern R. R.	96,914	5,188	975,100	14,828	.....	12,248,400	4,465	20,089	226	.....	26,683
Illinois Central R. R.	19,615	29,545	9,117,976	49,668	2,288	12,096,440	16,974	94,318	1,878	.....	4,970
Louisville, Henderson & St. L. R. R.	454	460	2,900,815	.....	.....	6,188,680	20,045	.....	14	.....	11,870
Lodierville & Nashville R. R.	34,069	16,901	4,327,180	540	77	2,268,970	4,198	485	101	.....	2,810
Mobile & Ohio "	10,560	6,808	67,000	11,617	156	1,166,170	.....	48	10	.....	8,795
Southern Railway	3,899	1,878	8,925,695	1,065	7,213	15,749,985	91,405	885	881	.....	5,870
Balt. & Ohio S. W. R. R.	145	3,890	4,846,912	40	29,668	4,621,480	85,290	17,905	1,405	.....	2,115
Chicago & Alton "	828	2,656	9,398,085	.....	4,968	5,798,515	29,400	620	4,007	.....	2,420
C. O. C. & St. L. "	1,069	12,569	8,687,960	.....	94,082	8,996,050	244,810	9,392	2,667	.....	.....
Vandalia	1,552	16,441	8,484,845	400	192,669	1,488,705	106,880	10,886	5,946	.....	6,644
Wabash R. R. (East)	869	7,477	51,682,125	.....	7,651	16,919,825	185,260	8,727	12,889	.....	.....
Toledo, St. L. & Western R. R.	68	1,560	10,846,500	.....	54,919	7,502,285	487,194	.....	3,097	.....	5,905
Chicago, Peoria & St. Louis R. R.	1,621	482	1,778,100	.....	1,645	.....	68,314	886	8,767	.....	.....
Chicago, Burl. & Quincy R. R.	760	5,569	54,500	.....	6,262	.....	.....	4,645	4,562	.....	.....
St. Louis, Keokuk & N. W. R. R.	10	2,680	86,000	199	616	280,625	840	4,652	5,296	.....	15,805
Total by Railroad	118,922	117,221	116,728,595	84,160	406,094	97,865,190	1,240,410	124,047	68,869	.....	134,701
By River	8,635	2,717	7,464	.....	.....	799,811	8,646	.....	.....	.....	4,817
Total by Rail and River	117,557	119,938	116,723,596	91,614	406,094	98,665,001	1,248,956	124,047	68,869	.....	139,518

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

BY RAILROAD AND RIVER.	MDSE. & SUNDS.		Mel- ons. Oars.	MOLASSES.		Nails, kegs.	OATS.		Oil Cake, Tons.	Onions, pkgs.	Oranges, boxes & bbls.	ORE—Tons.	
	Packages.	Cars.		Bbls.	Kegs.		Secls.	Busbels.				Iron.	Zinc.
Chicago & Alton R. R., Mo. Div.	320,695	8,052	.....	242	112	9,873	.....	.....	....	2,095	.....	.....	.....
Missouri Pacific "	4,189,200	22,529	118	371	145	181,311	.....	898,025	....	4,077	.....	85	.....
St. Louis & San Francisco R. R.	2,877,105	40,618	4	21,000	120	108,828	1,095	205,485	....	13,475	21,760	.....	.....
Wabash R. R. (West)	7,411,100	25,904	89	5,620	6,525	23,080	465	45,990	....	7,575	8,000	.....	.....
St. Louis, Kansas City & Colorado R. R. ....	.....	2,624	.....	.....	.....	.....	.....	53,240	....	.....	.....	178	.....
Mo., Kansas & Texas R. R.	2,017,590	19,663	1	6,987	7,405	45,288	109,516	595,605	....	3,370	2,097	.....	.....
St. Louis Southwestern Ry.	689,468	4,328	.....	1,545	2,420	18,410	131,498	148,968	....	7,548	884	15	.....
St. L., Iron Mountain & Southern R. R.	2,966,745	32,810	7	16,306	2,852	59,896	19,198	1,838,566	....	81,023	15,847	.....	.....
Illinois Central	6,952,945	8,390	114	42,229	18,859	65,477	204,612	1,094,885	20	27,999	88,489	83,929	.....
Louisv., Henderson & St. Louis R. R.	91,052	1,719	.....	655	65	98	.....	105,290	112	.....	.....	80	.....
Louisville & Nashville R. R.	921,760	7,532	2	4,975	70	8,215	42,374	898,980	.....	1,220	11,450	632	89
Mobile & Ohio R. R.	50,250	959	.....	155	992	6,978	245,523	915,626	.....	1,698	35	.....	.....
Southern Railway	743,795	7,384	4	4,189	895	8,695	7,580	229,765	489	450	2,470	.....	565
Balt. & Ohio G. W. R. R.	48,123	5,115	16	700	1,155	5,035	1,060	15,560	80	3,665	162,555	20	.....
Chicago & Alton R. R.	481,410	7,189	88	3,161	112	4,802	.....	4,895	.....	90	14,070	28	165
C. O. C. & St. Louis R. R.	619,620	8,429	22	485	45	1,686	.....	14,710	1,280	880	168,895	.....	.....
Vandalia R. R.	1,452,189	5,124	55	1,481	835	4,909	995	20,895	.....	390	122,392	120	2,798
Wabash R. R. (East)	2,126,950	15,943	262	870	2,875	15,269	.....	11,050	.....	1,412	104,185	.....	25
Toledo, St. Louis & Western R. R.	427,195	8,717	47	.....	.....	900	.....	6,075	.....	200	.....	547	8,797
Chicago, Peoria & St. Louis R. R.	898,945	6,549	15	.....	.....	.....	.....	1,050	.....	.....	800	.....	.....
Chi., Burl. & Quincy R. R.	463,055	7,491	20	15,682	2,400	5,200	.....	985	.....	400	9,700	860	1,890
St. Louis, Keokuk & N. W. R. R.	8,042,750	18,885	87	4,639	1,648	86,995	263	.....	.....	4,983	6,845	.....	.....
Total by Railroad	88,048,972	260,856	846	130,862	48,100	612,988	765,561	6,219,540	1,861	111,947	678,586	2,005	62,188
By River	1,801,776	.....	.....	2,315	782	21,279	101,792	.....	.....	2,765	.....	.....	.....
Total by Rail and River	89,850,748	260,856	846	133,177	48,882	634,215	868,353	6,219,540	1,861	114,712	678,586	2,005	62,188

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	POKE PRODUCT.				POTATOES.		EYE.		Rice, pkgs.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pkgs.	Bush.	Sacks.	Bush.		
Chicago & Alton R.R., Mo. Div.....	1,448	.....	175,000	80,000	385	1,115	.....	.....	8,805	772
Missouri Pacific "	27,574	488	999,060	768,645	4,688	53,510	.....	.....	.....	6,840
St. Louis & San Francisco R.R.....	7,160	.....	24,000	2,598,050	42,980	.....	.....	.....	31,510	2,965
Wabash R. R. (West).....	2,080	.....	814,000	2,800	38,980	12,665	55	.....	14,080	12,025
St. Louis, Kansas City & Colorado R. R.....	.....	.....	.....	.....	.....	8,600	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	8,188	27	278,385	686,870	7,587	19,585	1,665	.....	88,985	5,445
St. Louis Southwestern R. R.....	1,000	.....	287,720	1,140,880	21,685	18,190	492	.....	.....	225
St. Louis & Iron Mountain R. R.....	1,880	1,011	8,611,980	26,207,145	60,622	198,785	496	.....	1,905	8,880
Illinois Central R. R.....	1,934	6,801	5,264,870	90,840,925	72,851	87,865	8,940	.....	26,280	48,005
Louisville, Henderson & St. Louis R. R.....	20	.....	847,740	5,680,300	40	1,000	10	.....	171,480	5
Louisville & Nashville R.R.....	1,289	4	1,283,910	16,986,485	4,185	41,470	280	.....	29,485	255
Mobile & Ohio ".....	.....	110	909,680	7,061,210	14,114	4,630	800	.....	585	542
Southern Railway.....	9,825	200	8,303,148	9,987,680	1,000	6,985	40	.....	114,685	840
Balt. & Ohio S. W. Railroad.....	880	95	8,056,600	2,054,470	15,960	7,270	150	.....	15,420	8,805
Chicago & Alton "	16,455	265	4,277,100	10,685,260	19,400	9,785	.....	.....	.....	6,785
C., O., C. & St. L. "	589	275	10,804,480	8,397,100	6,404	20,445	.....	.....	24,765	6,710
Vandalia.....	350	800	7,480,050	9,940,270	61,831	29,845	15	.....	5,818	10,586
Wabash R. R. (East).....	380	10	11,488,945	5,888,440	65,680	110,865	.....	.....	45	10,801
Toledo, St. L. & Western R. R.....	451	100	4,101,660	47,022,680	14,544	1,915	.....	.....	.....	480
Chicago, Peoria & St. Louis R. R.....	9,818	.....	.....	24,000	1,285	5,145	.....	.....	.....	.....
Chicago, Burl. & Quincy R. R.....	55,050	500	.....	912,000	780	19,925	.....	.....	2,585	8,106
St. Louis, Keokuk & Northwestern R.R.....	6,165	.....	.....	288,800	6,100	6,085	210	.....	5,485	8,000
Total by Railroad.....	189,686	9,686	57,767,728	284,518,600	440,231	680,410	7,652	.....	471,248	140,182
By River.....	.....	890	567,645	2,686,464	18,010	.....	.....	.....	.....	2,785
Total by Rail and River.....	189,686	10,528	58,335,371	287,205,064	458,241	680,410	8,564	.....	471,248	142,967

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Continued.

BY RAILROAD AND RIVER	SALT.			Sheep, head.	SUGAR.			Soap, bxs.	Sour- krant, pkgs.	Tallow, lbs.	Tobac- co, hds.
	Sacks.	Bbls.	Bu. bbl.		Hhds.	Bbbl.	Bags.				
Chicago & Alton R.R., Mo. Division.....	250	1,135	.....	128	.....	1,645	881	22,651	.....	.....	6
Missouri Pacific " .....	.....	58,872	.....	982	.....	20,510	11,250	176,068	2,980	.....	.....
St. Louis & San Francisco R.R. ....	.....	69,450	.....	685	.....	1,955	78,260	79,990	10,635	.....	.....
Wabash R. R. (West).....	20	16,195	18	1,510	.....	19,955	28,585	19,620	4,000	.....	10
St. Louis, Kansas City & Colo. R. R. ..	.....	790	8	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	8,865	64,474	1	449	.....	16,428	20,287	57,779	15,568	855,581	84
St. Louis Southwestern Ry.....	6,740	17,595	1	.....	.....	2,542	700	20,522	16,701	.....	.....
St. Louis, Iron Mountain & Southern R.R.	8,980	25,125	5	1,989	.....	12,779	8,949	207,078	28,464	25,000	108
Illinois Central R. R.	19,290	38,965	6	5,181	.....	40,294	81,727	77,150	8,721	1,878,636	.....
Louisville, Henderson & St. Louis R. R.	50	110	.....	.....	.....	10	25	17,080	560	51,500	81
Louisville & Nashville R.R.	80	150	.....	2,446	.....	8,690	2,490	9,717	8,465	262,936	1
Mobile & Ohio	515	6,410	2	998	10	8,855	978	15,068	60	420	.....
Southern R.R. ....	.....	920	1	209	.....	1,498	1,020	26,115	820	1,226,800	808
Balt. & Ohio S. W. " .....	.....	605	.....	2,292	.....	5,127	4,840	10,668	550	489,660	171
Chicago & Alton " .....	.....	1,540	.....	33,904	.....	9,760	2,481	18,184	.....	2,470,860	189
C., C., & St. Louis R. R.	20	200	.....	8,548	.....	2,110	1,128	2,602	.....	90,000	.....
Vandalia & Terre Haute " .....	.....	16,90	.....	4,276	.....	7,202	1,250	12,208	145	388,600	.....
Wabash R. R. (East)	10	9,080	2	12,948	.....	20,791	955	27,788	2,982	419,000	263
Toledo, St. Louis & Western R. R. ....	.....	.....	.....	506	.....	.....	.....	560	.....	1,807,200	.....
Chicago, Peoria & St. Louis R. R. ....	.....	250	.....	1,238	.....	1,805	1,900	1,800	.....	.....	.....
Chicago, Burl. & Quincy R. R.	200	100	.....	1,272	.....	54,815	18,025	.....	.....	.....	456
St. Louis, Keokuk & Northwestern R.R.	885	2,865	.....	1,966	808	46,427	104,974	121,662	10,188	25,000	147
Total by Railroad.....	89,955	809,881	44	76,225	813	272,698	310,100	920,964	105,929	8,289,220	1,774
By River.....	284	12,262	.....	1,261	.....	16,042	18,968	17,169	.....	.....	1
Total by Rail and River.....	40,809	822,083	44	77,476	813	288,737	324,008	988,143	105,929	8,289,220	1,775

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1901—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manufac'd lbs.	WHEAT.		Whisky & High- wines, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter slabs.
		Sacks.	Bushels.				
Chicago & Alton R. R., Mo. Div.....	568,985	....	1,000	18,182	1,000	787,676	.....
Missouri Pacific "	18,326,680	....	.....	14,618	.....	18,478,076	.....
St. Louis & San Francisco R. R.....	4,517,880	....	4,820	10,178	.....	8,684,740	.....
Wabash R. R. (West.).....	6,612,180	....	6,400	21,620	87,700	778,806	.....
St. L., K. C. & Col. R. R.....	.....	....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	4,089,175	3,020	18,826	6,061	.....	3,802,460	.....
St. Louis Southwestern R. R.....	1,218,800	66	.....	5,061	87,800	1,238,840	880
St. Louis, Iron Mountain & Southern R. R.....	8,889,140	948	78,190	18,284	.....	5,606,880	6,675
Illinois Central R. R.....	5,184,426	8,280	2,192,228	29,181	176,646	4,762,266	970
Louisville, Henderson & St. Louis R. R.....	589,740	881	521,700	165	2,902,686	478,660	11,285
Louisville & Nashville R. R.....	1,168,960	472	1,702,600	1,578	297,780	488,446	.....
Mobile & Ohio "	849,280	280	681,720	2,888	300	519,061	.....
Southern R. R. "	2,810,826	.....	1,717,486	1,119	7,488,220	1,081,026	8,800
Balt. & Ohio S. W. "	8,680,146	126	1,701,808	136	260,146	640,600	150,604
Chicago & Alton "	2,686,286	700	107,080	1,476	2,414,886	7,487,370	181,001
C. C., C. & St. L. "	8,863,680	.....	2,818,270	814	8,019,810	2,866,426	206,887
Vandalia "	9,781,240	186	1,606,486	918	167,180	981,406	199,806
Wabash R. R. (East).....	8,622,460	.....	188,160	8,146	8,888,460	2,820,140	107,886
Toledo, St. Louis & Western R. R.....	178,960	.....	1,480,806	790	5,418,466	1,881,680	806,126
Chicago, Peoria & St. Louis R. R.....	81,200	.....	897,016	20	271,700	688,700	557,870
Chicago, Burlington & Quincy R. R.....	.....	.....	124,866	5,121	.....	.....	.....
St. Louis, Keokuk & Northwestern R. R.....	18,247,846	.....	87,680	17,180	982,900	6,864,400	.....
Total by Railroad.....	90,706,786	8,888	16,164,646	140,828	27,608,976	68,288,746	2,186,647
By River.....	877,144	460	1,828,244	8,401	2,400	1,481,976	.....
Total by Rail and River.....	90,683,879	8,786	16,992,880	148,729	27,811,876	69,670,720	2,186,647

Died in 1901.

AGLAR, JAMES F.,	January 24th.
BANG, ADOLPHUS,	July 24th.
BERG, NICHOLAS,	March 10th.
BIRD, JOHN,	August 2nd.
BLOCK, DAVID,	July 23rd.
COCHRAN, FRED G.,	April 8th.
COTTON, WM. C.,	July 21st.
CREVELING, H. C.,	February 11th.
DACEY, PATRICK,	July 18th.
DAMHORST, CASPER,	August 29th.
DELANO, RUFUS J.,	December 10th.
DOUGLASS, JOHN H.,	July 20th.
EEBIE, CHARLES A.,	February 12th.
FOSTER, MARQUARD,	January 11th.
FURLONG, WM.,	September 8th.
HAUSER, G. A.,	February 26th.
HUDSON, B. F.,	January 6th.
KAISER, JOHN H.,	September 11th.
KALB, G. O.,	April 8th.
KEISER, JOHN P.,	July 27th.
LAINÉ, MICHAEL,	April 26th.
LARKIN, THOMAS H.,	July 29th.
MADILL, GEORGE A.,	December 11th.
MARKHAM, WM. H.,	January 8th.
MEINECKE, WILLIAM,	May 10th.
MEYSENBURG, T. A.,	March 29th.
MINCH, GEORGE,	February 25th.
MCMILLAN, WM.,	November 15th.
NICHOLS, WM.,	May 18th.
O'NEIL, PETER A.,	November 27th.
O'REILLY, THOMAS,	February 24th.
PFEIFER, WM.,	November 13th.
PHINNEY, H. R.,	December 26th.
QUINLVAN, THOMAS E.,	July 29th.
ROBINSON, GEORGE R.,	October 6th.
ROTHSCHILD, JULIUS,	January 5th.
SCHLOSSSTEIN, LOUIS,	September 19th.
SCHMIDT, RUDOLPH,	August 2nd.
SEETER, WM. M.,	January 29th.
SHAPLEIGH, FRANK,	January 1st.
SHARP, CHRIS,	February 8th.
SHAW, WM. J.,	April 12th.
WALSH, EDW., JR.,	June 30th.
YOUNG, CHARLES A.,	June 7th.

MEMBERS

— OF THE —

Merchants' Exchange of St. Louis.

JANUARY 14th, 1902.

NUMBER OF MEMBERS, 1,832.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.	St. L. S. W. Ry.	Com'l Agent	909 Olive st.
Abeles, Robt.	Abeles & Taussig,	Lumber	618 Rialto Building.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	314 Pine st.
Abraham, W. D.	W. D. Abraham & Co.,	Hay and Grain	East St. Louis, Ill.
Adams, C. M.	Waters Pierce Oil Co.,	Sec'y and Treas.	818 Olive st.
Adams, R. M.	R. M. Adams,		132 Chamber of Commerce.
Adams, W. H.	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc.	401 N. Second st.
Adrian, N. R.	Wabash & Lackawana	Despatch, Agt.	300 R. R. Exchange.
Aff, J. Geo., Jr.	F. W. Clemens Feed Co.		3353 Gravois ave.
Ahern, Albert M.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Akin, Thomas		Commission	203 Cham. of Com.
Albers, Clifford H.	C. H. Albers	Com. Co.	400 Cham. of Com.
Albers, C. H.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Albrecht, Victor	Eberle-Albrecht Flour	Co.	218 S. Second st.
Albrecht, H. S.	Schoellborn-Albrecht	Machine Company	416 N. Main st.
Allaway, Jas. W.	Armour Packing Co.,		2080 Clark ave.
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, George W.	Southern Hotel Co.,		Fourth and Walnut sts.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran	Morton & Co.,		509 Cham. of Commerce.
Allison, James W.		Glass Manf.	606 Security Building.
Alt, Henry	Harbor Commissioner,		City Hall.
Alzheimer, Benj.	Alzheimer & Rawlings,	Bonds and Stocks	217 N. Fourth st.
Ambs, Joseph B.			3228 Caroline st.
Ames, Henry			Hotel Beers.
Anderson, W. B.	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.	Georgia Railway,	G. W. Agent	306 Cham. of Com.
Anderson, Lorenzo E.	Mercantile Trust	Co.	Columbia Bldg.
Andrews, Wm. O.	Andrews & McClellan,		4050 Easton ave.
Annan, B. P.	Annan, Burg & Co.,	Commission	117 Cham. of Com.
Annan, Roger P., Jr.	Annan, Burg & Co.		117 Cham. of Com.
Arbuckle, James	Foreign Trade Assn.,	Manager	110 N. Fourth st.
Armstrong, L. R.	T. J. Moss Tie Co.,	Railroad Ties	720 Security Bldg.

Name.	Firm.	Business.	Location.
Acher, W. B.		Broker.....	2811 Washington ave.
Arens, Henry C.		Commission.....	304 N. Commercial st.
Arnold, Henry	Jno. G. Haas Soap Co.,	Soap.....	5020 Benedict st.
Arp, Eggert	Eggert Arp & Co.,		812 S. Third st.
Ashcraft, E. B.	Blue Ridge Despatch.		705 chemical Bldg.
Atkinson, Robt.	Robt. Atkinson & Co.,	Commission.....	308 N. Main st.
Aufderheide, A. G.	F. W. Aufderheide,	Commission.....	22 S. Commercial st.
Aufderheide, Walter	F. W. Aufderheide,	Commission.....	22 S. Commercial st.
Axtell, W. C.	Union Storage Co.,	Manager.....	Levee and Mullaphy.
Backer, Henry			1808 S. Fourteenth st.
Backer, Mathias			1413 S. Tenth st.
Backer, George H.			321 Rutger st.
Bacon, Williamson	Tyler Estate,	President.....	406 Market st.
Baer, Bernard	Bernard Baer & Co.,	Produce and Prov.	1418 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.,		Equitable Bldg.
Bain, Walter	Chas. L. Crane & Co.,	Insurance.....	103 N. Third st.
Baird, W. J.			St. Charles, Mo.
Baker, Allen	Allen Baker & Co.,	Brokers.....	708 Security Building.
Baker, George A.	Continental Nat'l Bk.,	President.....	Fourth and Olive.
Baker, F. M.	The Greenleaf-Baker	Grain Co.	Atchison, Kas.
Baker, Holland W.	Colby & Baker,	Civil Engineers.	708 Lincoln Trust B.
Baker, Jno. F.			4360 St. Louis ave.
Baker, I. G.			411 Olive st.
Baker, E.	Paton, Bell & Co.,	Cotton.....	Cotton Exchange.
Baker, Geo.	St. Louis Milling Co.,		Carlinville, Ill.
Ballard, T. R.	Ballard, Messmore & Co.,	Commission.....	520 Chamb. of Com.
Ballard, J. O., Jr.	Ballard, M. & Co.	Commission.....	520 Cham. of Com.
Baltz, Fred L.	Millstadt Milling Co.,		Millsadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co.,	Saddlery.....	616 N. Sixth st.
Barco, Thomas			Barcoville, Ill.
Bardenheier, John	Jno. Bardenheier	Wine & Liq. Co.	212 Market st.
Barklage, Louis	Wernse & Dieckman,	Brokers.....	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.,	Stationers.	Vandeventer & Laclede.
Barnes, E. H.			Hotel Beers, Grand ave. & Olive.
Barnes, Chas. W.	Real Estate.,		216 Wainwright Bldg.
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries..	518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty,	Clerk.....	1 S. Main st.
Barret, Arthur B.	Barret Com. Co.,		707 N. Third st.
Barrett, John F.			609 Rialto Bldg., Chicago.
Barron, Chas. B.	Barron & Wilson,	Grain Samplers	422 Rialto Bldg.
Barry, Thos. J.	Barry-Wehmiller Mach. Co.,	Mill Builders	21st and Walnut
Barstow, Chas. W.			515 Locust st.
Bartlett, Edwin L.	Bartlett Com. Co.,		505 Chamber of Commerce.
Bartlett, John B.	J. B. Bartlett Grain	Grain.....	Gay Building.
Bartlett, Oscar Z.	L. Bartlett & Son Co.,	Com.....	28 Cham. Com., Milwaukee.
Barutio, B., Jr.	B. Barutio,	Commission.....	125 N. Main st.
Bascom, Jos. D.	Broderick & Bascom	Rope Co.	809 N. Main st.
Bascome, Western	West'n Bascome & Co.,	Insurance Agent.....	118 N. Third st.
Batdorf, W. L.	W. L. Batdorf & Co.,	Flour and Feed.....	Belleville, Ill.
Bates, A. C.	Mississippi Valley Elevator,		Foot of Madison st.
Battalle, L. A.	American Ex. Bank,	Cashier.....	207 N. Broadway.
Bauer, A. H.	Bauer Bros.,	Brokers.....	312 N. Fourth st.
Baur, Andrew	Baur Flour Co.,		807 N. Second st.
Baulch, John J.	Interstate Transf. Co. Trf.	Manager.....	Security Building.
Bayha, George		Sausage Maker.....	3001 Carolina ave.
Bayrd, E. A.	Matthew Addy & Co.,	Iron Commission.	407 Bank Com. Bldg.
Baxter, Theo. P.	Parrott-Baxter Grain	Co.	105 Cham. Com.
Beardsley, C. F.	Picker & Beardsley,	Commission.....	118 N. Main st.
Beck, Henry W.		Feed and Seed Store.	20th and Pine.
Beck, Harry G.	H. W. Beck & Sons Feed & Seed Co.		5701 Manchester rd.

Name.	Firm.	Business.	Location.
Becker, Edward C.			3112 Cass ave.
Becker, Aug. H.	Aug. H. Becker,	Fresco Painter.	4216 Page ave.
Becker, Conrad	C. Becker,	Miller.	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.,	Soap.	5020 Benediot ave.
Becker, Herman C.	C. Becker,	Milling.	Red Bud, Ill.
Beckmann, Adolph G.	E. Beckmann & Co.,	Commission.	1023 N. Third st.
Beckmann, Geo. H.	Eggers Milling Co.,	Teamster.	Elighth and Clark ave.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies.	10 S. Second.
Beer, H. M.		Broker.	507 Security Building.
Belmes, Frederick H.			3125 N. Twenty-third st.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission.	304 N. Commercial st.
Bell, James W.	St. L. Safe Deposit Co. &	Saving Bank	513 Locust st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers.	3601 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bendick, John H.		Grocer.	6939 Scanlan ave.
Berg, Nicholas		Deceased	
Bergmann, Conrad	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bergmann, B. C.	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bergmann, Robt. J.	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bernet, Christian	Bernet & Craft,	Millers and Exporters.	
Bernheimer, Marcus	Marcus Bernheimer Milling and Mercantile Co.,		1440 N. Broadway.
Berry, H. J.	W. L. Green	Commission Co.	208 N. Fourth st.
Bethmann, Robt.	St. Louis Brew. Assn.,		62 Laclede Bldg.
Betts, John	Drummond, Betts & Co.,	Stock & Bond Brokers.	18 Laclede Bld.
Betts, R. A.	R. A. & C. T. Betts,		1006 Pine st.
Bevis, Alfred	Bevis Rock Salt Co.,		607 Bank Com. Bldg.
Biebinger, F. W.			1421 So. 11th st.
Biedenstern, Henry		Grocery.	1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John M.	J. M. Biekert & Co.,	Commission.	930 N. Third st.
Bieser, Fred			2200 N. Second st.
Bilbro, H. B.	Burlington Elevator Co.,		62 Laclede Bldg.
Billon, Guy P.	Bonds, etc.,		307 Olive st.
Birch, James T.			1515 Missouri ave.
Bittner, Jacob		Real Estate.	5236 Ridge ave.
Bixby, W. K.	Mo. Car & Foundry Co.,		Lincoln Trust Building.
Blakely, John W.	Blakely-Sanders-Mann	Co., Live Stock	Union Stock. Yds.
Blakely, Walter J.	St. Louis Sanitary Co.,		3958 Missouri ave.
Blanke, Detlef J.		Insurance Agent.	415 Locust st.
Blankenship, H.	Baird & Blankenship,	Grain.	McKittrick, Mo.
Blaufuss, Wm.			2844 Henrietta st.
Block, David, Jr.		Feed	3855 Pine st.
Block, Wm. A.			1804 Warren st.
Blossom, C. D.			829 Union Boul.
Blossom, H. M.	H. M. Blossom & Co.,	Insurance.	Century Bldg.
Blossom, H. A.	H. M. Blossom & Co.,	Insurance.	Century Building.
Blow, C. W.	American Linseed Co.,		Sixteenth and Clark ave.
Bluthardt, Robt. E.			
Boeck, Geo. H.	Adam Boeck & Co.,	Real Estate.	622 Chestnut st.
Bofinger, John N.			115 N. Third st.
Bogard, John J.		Real Estate.	3682 S. Broadway.
Bohle, Frank G.	Haase & Bohle	Carriage Co.	1800 Pine st.
Bohle, Louis C.	Louis C. Bohle	Livery Co.,	1118 Chestnut st.
Bohnenkamp, John	Hoffman Hdg. &	Stave Co.	Dexter, Mo.
Bollaseller, Chas. L.		Farmer.	Gumbo, Mo.
Bollaseller, R. W.		Accountant.	310 Chestnut st.
Boland, J. L.	J. L. Boland Book and	Stationery Co.	Fourth and Vine sts.
Bollin, A.	A. Bollin & Co.	Insurance	606 Marion st.
Bollman, O. H.	Bollman Bros. Co.,		1100 Olive st.
Bonsack, F. O.		Architect.	602 Columbia Building.
Boechert, Roman			3711 Cass ave.

Name.	Firm.	Business.	Location.
Bosler, Sebastian		Real Estate	Clayton, Mo.
Bostick, R. H.	Jas. M. Houston	Grocer Co.,	800 Spruce st.
Bowman, Theo. G.			114 N. Fourth st.
Bowman, Chas. G.	National Enam. &	Stamping Co.	Second and Cass ave.
Boyd, W. G.			111 Cham. of Com.
Boyer, Julius A.			
Boyle, W. F.	Boyle, Priest & Lehmann,	Attorneys	Laclede Building.
Bradley, G. Douglas	Cobb & Gardner,		817 Chamber of Commerce.
Bradley, Geo. J.	Southern Railway,		Chemical Bldg.
Bradner, H. T.	Crescent Powder Co.		124 Rialto Bldg.
Bradshaw, Thos. J.			Chamber of Commerce.
Brady, Hugh J.	Mercantile Delivery Co.,		317 N. 12th st.
Bramblett, J. W.	Carondelet Milling Co.		7020 S. Broadway.
Braun, Geo. H.	Braun-Lang Com. Co.,		204 N. Third st.
Braun, Joseph L.	Daniel P. Byrne & Co.,	Commission	318 Cham. Com.
Bray, Joseph W.	Campbell Glass and	Paint Co.	Main and Gratiot sts.
Bray, Wm.	Wm. Bray & Co.,	Commission	226 Market st.
Brazill, J. P.	Lackawanna Line,	Agent	219 N. Fourth st.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredenkamp, F. W.	G. H. Kemper &	Co., Feed	East St. Louis, Ill.
Breen, J. H.	Rosedale Hay & Grain Co.		Delmar and Cates ave.
Brendecke, Edwin T.	Chouteau Ave. Ice &	Cold Storage	2100 Chouteau ave.
Brendecke, H. C.		Brewer	5147 Wells ave.
Brennan, J. Wallace	D. B. Brennan	Real Estate Co.	816 Chestnut st.
Brennan, Martin J.	United Elev. & Grain	Co.,	516 Chamber of Commerce.
Brickey, S. H.			301 Chamber of Commerce.
Brinckwirth, Louis	Brinckwirth-Nolker	Brewing Co.	1714 Cass ave.
Brinckmeyer, E. H.	Brinckmeyer-Meyer	Hay and Grain Co.	1111 N. Broadway.
Brinson, H. L.	Brinson-Judd	Grain Co.	208 Cham. of Com.
Brinson, L. B.	Brinson-Judd Grain	Co.	208 Chamber of Commerce.
Broadbent, Samuel			
Brockman, F. W.	F. W. Brockman	Com. Co.	806 N. Third st.
Brockmann, Fred P.	F. P. Brockmann	Grain Co.	815 Chestnut st.
Brockman, Arthur	Brinson-Judd Grain	Co.,	208 Chamber of Commerce.
Brockmann, H. H.		Drugs	Eldon, Mo.
Brockmeier, F. C.	Engelke & Feiner	Milling Co.	806 S. Broadway.
Brockmeier, J. C.	Brookmeier & Co.,	Commission	118 S. Main st.
Brockmeyer, H. G.			1522 Hogan st.
Broderick, John J.	Broderick-Bascom	Rope Co.	809 N. Main st.
Brodhack, Joseph H.		Merchant	2330 S. Broadway.
Broeder, Henry		Produce and Com.	928 N. Third st.
Broeder, Geo. H.	Hy. Broeder & Sons,	Commission	926 N. Third st.
Broeg, Louis	Siemers & Chisholm,	Commission	300 Cham. of Com.
Broslaski, Harry W.	N. O. Steamers,	Agent	114 N. Eighth st.
Bronson, E. P.	Cumberland Mills,		Nashville, Tenn.
Brookings, Robt. S.	Sam'l Cupples Wooden	& Wil'ware Co.	Seventh and Spruce.
Brookes, John F.			3538 Lake ave., Chicago, Ill.
Brooks, Charles			2211 Sullivan ave.
Brown, C. M.	Lehigh & Wabash	Desp	309 Railway Ex.
Brown G. W.	The Brown Shoe Co.,		Eleventh and Washington ave.
Brown, L. W.	Jno. Wahl Commission	Co.	2 S. Main st.
Brown, James N.	American Cent. Ins.	Co.	415 Locust st.
Brown, Benj.	Brown-Clark Paper Co.		Second and St. Charles sts.
Brown, Alex. H.	Brown Stock & Bond	Co.	Fourth and Locust sts.
Bruck, Henry	New Era Gro. Co.,	Produce	1709 S. Second st.
Brueckmann, Jno. G.	Picker & Beardsley,	Commission	118 N. Main st.
Bruenemann, Ernst		Flour and Feed	3753 S. Jefferson ave.
Brundage, S. P.			
Bryden, Alex. A.	Bryden & Co.,	Coke and Coal	8th and Locust sts.
Buck, Thos. E.		Physician	2610 S. Jefferson ave.
Buck, M. M.	Continental National Bank,		Fourth and Olive sts.
Buck, W. T.	Grain, etc.		Vleits, Kas.
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission	103 S. Third st.
Buckmaster, W. P.		Broker	309 Pine st.
Buehler, Henry, Jr.	Buehler-Phelen Paint	Mfg. Co.	823 Locust st.

Name.	Firm.	Business.	Location.
Bull, Wm.		Fire Insurance	117 N. Third st.
Bulte, Henry J.	Bulte Com. Co.,	Flour	17 S. Main st.
Bunton, C. M.	Green River Asphalt Co.,		400 Railway Exchange.
Burbridge, C. T.	Keller & Tamm	Manufact'ing Co.	Victor and Main.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.,	Freight Agent.	Main and Walnut sts.
Bumann, E. F.		Grain	Bunker Hill, Ills.
Burg, Henry	Annan, Burg & Co.,	Flour Commission	117 Cham. Com.
Burg, William		Iron and Steel	117 Cham. Com.
Burg, Philip	Philip Burg Grocer Co.,		1250 S. Broadway.
Burnet, Halsted	Plows Candy Co.,		Twentieth and Market sts.
Burr, Chas. P.	Chas. P. Burr & Co.,	Commission	324 Rialto Building.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.,	V. P.	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		102 W. Adams st., Chicago.
Buschman, A. H.	Buschman-Mueller Com.	Co.	414 Cham. of Com.
Bushnell, D. I.	D. I. Bushnell & Co.,	Grain and Seeds	109 N. Second st.
Buss, John B.	J. B. Buss	Mills.	1444 N. Broadway.
Butler, W. C.	W. C. Butler & Son,	Insurance	844 Century Building.
Butler, Edward	Ed. Butler & Son,	Horseshoer	15 S. Tenth st.
Butler, John R.	Excelsior H. & T. Co.,	Pres't. Vandeventer & Forest Pk. Bl.	
Bycroft, Henry F.		Miller	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.,		318 Chamber of Commerce.
Byrne, Frank T.	Grand Trunk Railway,	Agent	15 Laclède Building.

Cabell, Ashley		Attorney-at-Law	508 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.		Bond and Stock Broker	411 Olive st.
Cain, P. R.	Gilmore & Ruhl,	Clothiers	Eighth and Lucas.
Campbell, Geo. A.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Campbell, Given		Lawyer	653 Century Bldg.
Campbell, James		Bonds and Stock	218 N. Fourth st.
Campfield, Chas. H.		Insurance	115 N. Third st.
Cantrell, James G.	Seaboard Air Line,		407 Chamber of Commerce.
Cantwell, Harry J.	Columbia Lead Co.,	President	510 Pine st.
Capen, Sam. D.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.,	Insurance	949 Century Building.
Capen, Wallace C.	Capen Belting &	Rubber Co.	415 N. Main st.
Carleton, Murray	Carleton Dry Goods	Co.	900 Washington ave.
Carlisle, David		Feed and Grain	114 Chestnut st.
Carlisle, Sam S.	Parrott-Baxter Grain Co.		105 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	Century Bldg.
Carpenter, Geo. O.	National Lead Co.,	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.,	Real Estate Agents	811 Chestnut st.
Carr, Alfred C.	Carr Bros.	Insurance	204 N. Third st.
Carr, Charles Y.	Carr Bros.,	Fire Insurance	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.,	President	516 Cham. of Com.
Carreras, Ev. E.		Printer and Binder	3d & St. Charles.
Carroll, C. C.	Carroll & Powell Insurance	Agency Co.	115 N. Third st.
Carroll, Chas. E.	Hall & Carroll,	Fire Loss Adjuster	709 Carleton Bldg.
Carroll, John F.	Carroll & Edwards,	Liquors	525 N. Second st.
Carroll, James F.		Grain	Greenville, Ill.
Carruthers, T. B.			3217 Washington ave.
Carruthers, Geo. F.	Mound City Hay Warehouse Co.		Ninth and Palm sts.
Carruthers, W. W.	Eureka Mills,		Gratiot st. and Theresa ave.
Cartan, L. V.	L. V. Cartan & Co.,	Real Estate	1006 Chestnut st.
Carter, C. L.		Broker	114 N. Fourth st.
Carter, Lemuel Ray		Broker	114 N. Fourth st.
Carter, T. W.	T. W. Carter & Co.,	Commission	114 N. Fourth st.

Name.	Firm.	Business.	Location.
Carter, Ulysses E.			Collinsville, Ill.
Case, Frank C.		Insurance.	354 Century Building.
Case, E. S.	C. H. Albers Com. Co.	Commission	400 Cham. of Com.
Cassidy, Abner C.	Cassidy Bros., Live	Stock Com. Co., Nat. Yds., E. St. L., Ill.	
Cassidy, John W.	The Cassidy Com. Co.		105 N. Fourth st., Quincy, Ill.
Oatlin, E. F.	Forrester Bros.		511 Cham. Com.
Caulfield, James F.	Parrott-Baxter	Grain Co.	105 Cham. of Com.
Cave, Elmore.	Buschman-Cave Com. Co.		Railway Exchange Bldg.
Cavender, John H.	Cavender & Thompson,	Real Estate	716 Chestnut st.
Chadbourne, G. W.			900 Security Building.
Chaffraix, D. A.		Capitalist	St. Charles ave., N. O.
Chamberlain, Will F.		Seed Inspector.	300 N. Main st.
Chamberlain, F. B.	F. B. Chamberlain	Com. Co.	300 N. Main st.
Chamberlin, E. C.	E. C. Chamberlin & Co.	Commission.	515 Cham. of Com.
Chamberlin, G. E.	St. Louis Ice Mfg. &	Storage Co.	713 S. Main st.
Chambers, Jas. H.	Jas. H. Chambers & Co.	Publishers	2940 Locust st.
Chandler, DeLacy	Miss. Valley Trust Co.		Fourth and Pine sts.
Chandler, James N.	L. & N. R. R.	General Agent.	206 N. Broadway.
Chandler, Whately L.	The General Acci-	dent Assn.	411 Olive st.
Chapman, E. H.			
Chisholm, J. A. H.	Siemers & Chisholm,	Commission	300 Cham. of Com.
Christian, Wilbur B.	Isaacs & Sherry	Grain Co.	213 Cham. Com.
Christie, James	H. F. Kirk & Co.		Kansas City, Mo.
Christy, H. W.	Wiggins Ferry Co.		Security Building.
Church, Alonzo C.	Wiggins Ferry Co.		910 Security Building.
Claas, Fred.	Rock Spring Mills,		814 Manchester road.
Clapp, Ozro W.		Broker.	U. L. Club, Chicago, Ill.
Clark, Charles			132 Laclade Building.
Clark, Chas. C.	Chas. C. Clark & Co.	Wholesale Grocers	25 S. Main st.
Clark, Warren L.	Benj. W. Clark Grocer	Co.	307 N. Second st.
Clark, Benj. W.	Benj. W. Clark Grocer	Co.	307 N. Second st.
Clark, James E.		Mining.	414 Fullerton Bldg.
Clark, Hinman H.	Waters Pierce Oil Co.		Odd Fellows' Building.
Clark, C. W.	Tully & Clark,	Architect & Eng'n'r.	415 Locust st.
Clark, J. A.	Clark Bros.	Feed.	East St. Louis, Ill.
Cleary, Michael			110 N. Twelfth st.
Cleary, T. F.	R. Cleary Com. Co.		508 Chamber of Commerce.
Clemens, F. W.	F. W. Clemens Feed Co.	Feed.	3857 Gravois ave.
Cleveland, Henry D.			5015 Fairmount ave.
Clifford, Alfred			819 Security Building.
Clifton, Daniel W.	Nanson Com. Co.		202 Chamber of Commerce.
Cobb, Seth W.	Cobb & Gardner,	Commission	317 Cham. of Com.
Cobb, C. W. S.	Glencoe Lime & Cement	Co.	1400-A Old Manchester Road.
Cockrell, J. H.			116 N. Fourth st.
Cockrell, Elias.		Grain.	Jerseyville, Ill.
Cockrell, W. A.		Broker	Merchants' Exchange.
Cohn, J. W.	Hunter Bros.	Flour and Feed.	61 Gay Bldg.
Colby, W. A.	F. W. Brockman Com. Co.		805 N. Third st.
Cole, Geo.	The Prinz & Rau Mfg. Co.		Milwaukee, Wis.
Cole, Nathan	Nathan Cole Inv'tm't Co.	President.	722 Jaccard Bldg.
Cole, Amedee B.	Jno. Jackson Inv't. Co.	President.	51 Gay Bldg.
Cole, Charles B.	H. C. Cole Milling Co.	Miller	Chester, Ill.
Cole, H. C.	H. C. Cole Milling Co.		Chester, Ill.
Coleman H. C.	H. C. Coleman Com. Co.		508 Cham. of Commerce.
Colladay, Wm. R.	Whitaker & Co.	Brokers.	300 N. Fourth st.
Collins, H. B.	Whitaker & Co.	Brokers.	300 N. Fourth st.
Collins, Thos. R.	Martin Collins, Son &	Co., Insurance.	955 Century Bldg.
Collins, Martin.	Martin Collins, Son &	Co., Insurance.	955 Century Bldg.
Connor, James A.	Connor Bros. & Co.	Commission	Gay Building.
Connor, P. P.	Connor Bros. & Co.	Commission	Gay Building.
Connor, M. J.	Connor Bros. & Co.	Commission	Gay Building.
Connors, Denis M.	Lee Line Steamers	Superintendent.	Foot of Olive st.
Conrades, Edwin H.	Donk Bros. Coal &	Coke Co.	314 N. Fourth st.
Oonzelman, Theophilus	Crunden-Martin	Woodenware Co.	301 S. Main st.

MERCHANTS EXCHANGE OF ST. LOUIS.

7

Name.	Firm.	Business.	Location.
Cook, Douglas G.	American Wine Co.,		3021 Cass ave.
Cooke, Michael			4213 Cook ave.
Coon, D. F.			Fort Scott, Kas.
Cooper, A. D.	Graham Paper Co.,		219 N. Main st.
Coquard, L. A.		Banker and Broker	302 Rialto Bldg.
Cordes, D.	D. Cordes & Co.,	Flour and Feed	1928 S. Twelfth st.
Cordes, W. H.	D. Cordes & Co.,	Flour and Feed	1928 S. Twelfth st.
Cornelius, N. B.	Cornelius Mill Furnishing	Co.	1119 N. Sixth st.
Cornell, Adolph.	Schisler-Cornell Seed	Co.	813 N. Fourth st.
Cornell, Ben P.	Schisler-Cornell Seed	Co.	813 N. Fourth st.
Cornet, Edward.	Cornet Bros.,	Grocers.	13th and O'Fallon sts.
Cornet, Henry A.	Cornet Bros.,	Grocers.	1239 N. Thirteenth st.
Cottrill, Geo. F.	Green's Car Wheel Mfg.	Co.	3018 N. Broadway.
Coudrey, Harry M.	H. M. Coudrey & Co.,	Insurance	964 Century Bldg.
Cox, Albert.	Brinson-Judd Grain Co.,		208 Cham. Com.
Cox, Charles A.	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, B. H.	Hoosac Tunnel Line,	Agent.	204 Railway Exchange.
Coyle, James F.	Coyle & Sargent,	Wholesale Silks	1121 Washington ave.
Craft, Henry G.	Bernet & Craft,	Millers & Exporters	1440 N. Broadway.
Craig, Willis G., Jr.	W. L. Green Com. Co.		62 Laclede Building.
Cramer, G.	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.	J. E. Crawford & Son,	Stocks and Bonds	Bk. of Com. Bldg.
Crawford, S. W.	S. W. Crawford & Co.,	Lumber	DeSoto, Mo.
Crews, Thos. B.		Lawyer	816 N. Sixth st.
Crothers, John C.	The McPheeters	Warehouse Co.	1104 N. Levee.
Crone, C. C.		Real Estate	3602 N. Broadway.
Cullen, Allen H.	St. Louis Hay	Exchange	720 S. Theresa ave.
Cullen, Michael J.	Cullen & Kelly,	Livery	2735 Cass ave.
Cummiskey, Jas.		Commission	921 N. Fourth st.
Cunningham, C. A.,	St. L. Steel Barge Line,		710 Rialto Bldg.
Cunningham, Dickson.			417 Chamber of Com.
Cunningham, P. J.	Cunningham Bros.	Woolen Co.	Tenth and Locust sts.
Cupples, Sam'l.	Sam'l Cupples Wood &	Willowware Co.	7th and Spruce sts.
Currie, W. I.	Robt. Breck,	Insurance	985 Century Bldg.
Cutliff, R. J.		Broker.	Chamber of Commerce.

Daly, C. L.	Swift & Co.,	Packers.	National Stock Yards, Ill.
Daly, E. F.	Dayton-Wooster Grain Co.,		416 Chamber of Commerce.
Dameron, Ed C.			Clarksville, Mo.
Damhorst, Henry		Insurance Agent.	709 Chestnut st.
Damke, Henry		Teamster.	3819 Lemp ave.
Damon, Charles P.		Farmer.	146 Laclede Bldg.
Dana, George D.	Charter Oak Stove &	Range Co., Sec'y	1440 N. Main st.
Danforth, W. H.	Robinson-Danforth Co.,		Eighth and Gratiot sts.
Daniels, Geo. C.	Nelson, Morris & Co.,	Packers.	1008 S. Fourth st.
Daub, H. W.	Schreiner-Flack Grain Co.,	Commission.	116 N. Fourth st.
Daugherty, John W.	Laclede Mutual Fire Ins. Co.		Rialto Bldg.
Davidson, J. K.	J. K. Davidson Com. Co.,	Grain.	Kansas City, Mo.
Davidson, J. M.		Broker.	Merchants' Exchange.
Davis, John David.		Lawyer.	421 Olive st.
Davis, Thos. W.	St. L. Market Rep'r Co.,	Reporter.	112 Chestnut st.
Davis, C. R. H.	C. R. H. Davis & Co.,	Real Estate	Lincoln Trust Bldg.
Dayton, C. S.	Dayton-Wooster Grain Co.,		416 Cham. of Commerce.
Dean, Chas. L.	Ludlow-Saylor Wire Co.,		120 S. Fourth st.
Dean, Wm. B.			417 Cham. of Commerce.
Dean, Murry.	Dean, Mill Co.,	Flour.	Ava, Ill.
Dehner, Adolph.		Retired.	2010 Victor st.
Deibel, Albert L.	St. Louis Hay & Grain	Co.	815 Cham. of Com.
Deibel, Fred	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Deibel, Louis P.	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Deiafield, Wallace	Deiafield & Snow,	Insurance	850 Century Bldg.
Delaney, John O'F		Real Estate.	811 Chestnut st.
Delano, Rufus J.		Deceased.	

Name.	Firm.	Business.	Location.
Dennis, C. C.	C. J. Dennis & Co.,	Commission	1011 N. Third st.
Dennis, John M.	Louis Mueller & Co.,	Exporters	Baltimore, Md.
Denton, W.	Denton Bros.,	Grain	Leavenworth, Kas.
DePew, Ray L.	Mobile & Ohio R. R.,	Cont. Agt.	Fullerton Bldg.
Desloge, F.	Desloge Lead Co.,		108 N. Fourth st.
Denvir, John B.	Hayden Sad'y H.	W. Co.	512 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal & Coke Co.	315 N. Seventh st.
De Yong, Adrian			Webster Groves, Mo.
Diamond, Henry A.	St. Louis Commission	Co.	11 N. Main st.
Dick, Joseph B.	Hy. Sayers & Co.,	Commission	412 Cham. Com.
Dickson, Joseph		Lawyer	Union Trust Building.
Dickinson, Albert.	The Al. Dickinson Co.,	Seeds	W. Taylor & River sts., Chicago.
Dickinson, W. C.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Dickinson, Chas.		Seeds	W. Taylor & River sts., Chicago.
Dickmann, Joseph F.	Dickmann-Dusard	Seeds Co.	1110 N. Third st.
Dieckman, John H.	Wernse & Dieckman,	B'nk'rs and Brokers.	317 N. Fourth st.
Dieckman, Henry		Flour and Feed.	1611 S. Ninth st.
Diekmann, Joseph.	Jos. H. Diekmann & Co.,	Flour and Feed.	1210 Biddle st.
Dines, W. C.	W. C. Dines & Co.,	Fire Ins.	510 Pine st.
Dippold, Martin.	The Farmers Milling	Co.	Edwardsville, Ill.
Doan, Geo. P., Jr.	Ford & Doan,	Merchandise Broker.	606 S. Seventh st.
Dobson, David.	Brinson-Judd Grain	Co.	208 Chamber of Commerce.
Dodd, Sam'l M.	Mo. Edison Co.,	President	415 Locust st.
Dodson, Joseph		Grain Dealer	Shipman, Ill.
Dodson, J. W.	The Dodson Braun Mfg.	Co.	Third and Cedar sts.
Doerr, Oscar.	Peerlest Milling Co.,		3506 Gratiot st.
Doggett, Lewis C.	N. K. Fairbank & Co.,	Lard Refiners.	Chicago.
Donaldson, A. R.	Donaldson Bond and	Stock Co.	Third and Olive sts.
Donaldson, John W.	Donaldson Bond and	Stock Co.	Third and Olive sts.
Donaldson, Wm. R.		Attorney	207 Temple Bldg.
Donk, E. C.	Donk Bros. Coal & Coke Co.,	Coal Dealers.	314 N. Fourth st.
Donnewald, G. H.	Donnewald-Kerens	Coal and Coke Co.	421 Olive st.
Donovan, Frank X.	D. E. Smith & Co.,	Commission	114 N. Fourth st.
Donzelot, Eugene.	E. Donzelot & Son,	Commission	16 S. Main st.
Donzelot, E. F.	E. Donzelot & Son,	Commission	16 S. Main st.
Dormitzer, Jos.		Real Estate	104 N. Ninth st.
Douglass, John H.		Deceased	
Dower, John.		Feed.	2809 N. Grand ave.
Dozier, L. D.	Dozier Cracker Co.,	Bakers.	Sixteenth and Morgan sts.
Drown, P. S.	Miss. & O. Riv. Pilots' So.,	Secretary.	110 N. Fourth st.
Drummond, Chas. R.			3935 Olive st.
Drummond, H. I.	Drummond	R. & I. Co.	Carleton Bldg.
Drummond, James T.	Drummond	R. & I. Co.	404 Carleton Bldg.
Drummond, John N., Jr.	Drummond	Betts & Co.	10 Laclede Bldg.
Dryden, John.		Mining.	110 N. Fourth st.
Dudley, S. S.	Kanawha Dispatch,	Agent.	206 Rialto Bldg.
Duffy, Jos. A.	J. A. Duffy & Co.,	Real Estate	806 Chestnut st.
Dula, R. B.	Continental Tobacco Co.		Tower Grove & Folsom ave.
DuPont, A. B.	St. Louis Transit Co.,	2nd Vice-President	3869 Park ave.
Dunham, John S.	Dunham Mfg. Co.,	Dessicated Coconut.	9 Locust st.
Dunmire, Carroll E.	Swift & Co.,	Pork Packers	Nat'l St'k Y'ds, Ill.
Dunn, Thos.	Thos. Dunn Loan, Storage	and Mer. Co.	912 Franklin ave.
Dutcher, C. O.			Chamber of Commerce.
Dye, James Wm.	St. Louis Hay & Grain	Co.	315 Chamber of Commerce.
Dyer, E. H.	Mound City Paint &	Color Co.	811 N. Sixth st.

Eakin, Chas.		Grain Broker.	411 Cham. of Com.
Eaton, A. F.	Eaton, McClellan & Co.,	Commission.	19 N. Main st.
Eaton, Chas. D.	Springfield Fire & Marine	Ins. Co., Insurance.	949 Century Bldg.
Eddy, A. M.	Eddy & Eddy,	Manufacturing.	500 N. Main st.
Edenborn, Wm.	U. S. Steel Corporation		71 Broadway, New York.
Edwards, B. F.	Nat'l Bank of Com.,	Cashier.	Broadway and Olive.

Name.	Firm.	Business.	Location.
Edwards, Geo. L.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Edwards, W. J.	N., C. & St. L. Ry.		309 Cham. Com.
Eggers, H. B.	Eggers Milling Co.,	Millers.	Eighth and Clark ave.
Eggers, F. W.	Eggers Milling Co.,	Millers.	Eighth and Clark ave.
Eggers, Henry B., Jr.	Eggers Milling Co.,		Eighth and Clark ave.
Ehlermann, Chas.	Chas. Ehlermann Hop	and Malt Co.	22d st. and Scott ave.
Ehrengart, Chas., Jr.	Chas. Ehrengart &	Co., Commission	710 N. Third st.
Eichler, Frank E.			
Einstein, Wm.		Mining Operator	320 Security Bldg.
Eiseman, B.	Rice, Stix & Co.,	Dry Goods.	Tenth & Washington ave.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Elliman, T. L.	D. R. Francis & Bro.	Commission Co.	214 N. Fourth st
Elliott, S. Lee	Missouri Commission Co.,		22 N. Fourth st.
Ellis, Wm. C.	Kehlor Bros.,	Milling	401 Chamber of Commerce.
Ellis, Thos. H.			
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Elmore, Trave.	Parrott-Baxter Grain Co.		105 Cham. Com.
Ely, Arch F.		Grain	Jerseyville, Ill.
Engel, L. F.			4323 Forest Park Blv.
Engel, Wm.		Teamster	2901 Wisconsin ave.
Engelke, Fred.	New Baden Milling Co.,		New Baden, Ill.
Eno, E. Bates.			118 N. Third st.
Eppelsheimer, Frank.	Fischer Flour Co.		200 Market st.
Essmueller, Fred.	Essmueller M. F. Co.,	Millwrights.	605 S. Sixth st.
Epenschied, Chas.			3500 Washington ave.
Euston, Alex.	Collier Shot Tower Works,		Security Building.
Evans, C. O.	Evans Bros.	Tobacco & W. H. Co.	16th & Poplar st.
Evans, Jos. N.	Evans Bros.	Tobacco Co.	Sixteenth & Poplar st.
Evans, J. W.	N. Y. Life Ins. Co.,	Agent.	Seventh and Olive sts.
Evill, Burton K.		Hay and Grain	421 S. Theresa ave.
Evill, Jno. H.	Missouri Forage Supply Co.,	Hay and Grain	426 S. Theresa ave.
Ewald, L. P.	Ewald Iron Co.,	Iron, etc.	941 N. Second st.
Ewing, James F.	J. F. Ewing Salt Co.,		314 Chamber of Commerce.
Ewing, W. K.	Morton & Co.,		509 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster,	Commission	311 Chestnut st.
Farley, J. H.		Commission	108 N. Fourth st.
Farrelly, Thos. F.		Real Estate	312 Chestnut st.
Faulkner, Wm. R., Jr.			4367 Laclede ave.
Faust, A. E.	Faust & Sons Oyster Co..	President.	Broadway and Elm st.
Faust, Edward A.	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi sts.
Fay, Emory	F. C. Taylor & Co.,	Commission	204 N. Main st.
Fears, John C.	Illinois Central	Elevators.	New Orleans, La.
Feickert, Louis.	Wm. J. Lemp,	Clerk.	Thirteenth and Cherokee sts.
Feimer, Eugene J.	Engelke & Feiner	Milling Co.	808 S. Broadway.
Feiner, Frank.	Engelke & Feiner,	Milling Co.	808 S. Broadway.
Feldbusch, Herman.		Teamster	2108 Blair ave.
Felkel, E. E.	Missouri Commission Co.,		22 N. Fourth st.
Ferguson, Hugh.	Hugh Ferguson & Co.,	Provision Brokers.	118 N. Third st.
Ferguson, D. K.	Mechanics Bank,		Fourth and Pine sts.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster	2705 S. Broadway.
Field, John T.			132 Laclede Building.
Figueiredo, A. de	St. L. Transfer Co.,	Ass't Manager.	400 S. Broadway.
Filley, Chauncey I.			2700 Lawton ave.
Filley, John D.	St. Louis Trust Co.		Fourth and Locust sts.
Finck, J. C., Jr.	J. C. Finck Min'l Mfg. Co.,	Barytes, etc.	101 Barton st.
Finkenbinder, J. S.	Green River Asphalt	Co.	3534 Washington ave.
Finty, Thos.		Grain	Xenia, Ill.
Fischer, John C.	Fischer Flour Co.		202 Market st.
Fischer, Louis F.	Chas. Tiedeman Mill. Co.		O'Fallon, Ill.
Fisher, Geo. K.	Alzheimer & Rawlings,	Brokers.	217 N. Fourth st.

Name.	Firm.	Business.	Location.
Fisher, C. V.	Forrester Bros.		511 Cham. of Com.
Fisher, John A.	J. A. Fisher & Co.,	Hay	Fourth and Chestnut sts.
Fisher, John J.			112 Laclede Building.
Fisher, S. J.	Fisher & Co.,	Real Estate	714 Chestnut st.
Fisher, Geo. D.	G. D. Fisher & Co.,	Real Estate	216 Wainwright Bldg.
Fisse, Wm. E.		Attorney	320 Rialto Building.
Flach, Joseph	New Athens Milling Co.		New Athens, Ill.
Flack, Chas. D.			
Flack, Chas. E.	Schreiner-Flack Grain Co.,	Commission	116 N. Fourth st.
Flanagan, George M.			
Flebbe, Hermann	Western Candy and	Bakers' Supply Co.	216 S. Third st.
Fleming, Thos. H. B.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Flesh, M. M.	Flesh & Mook Painting	Co.	417 N. Third st.
Flesh, Edw. M.	C. H. Albers Com. Co.,		400 Chamber of Commerce
Flitcraft, P. R.			
Foell, Christian			5108 Illinois ave.
Foell, Henry	Foell & Co.,	Commission	123 Market st.
Foley, Daniel J.	Ohio Valley Milling Co.,		Hawesville, Ky.
Foote, E. L.			300 N. Fourth st.
Forrester, R. L.	Forrester Bros.,		511 Cham. of Com.
Forrester, Thos. H.	Forrester Bros.,	Commission	511 Cham. of Com.
Forster, Otto E.		Physician	520 N. Garrison ave.
Forster, C. August	Hyde Park Brew. Co.,		Salisbury st. and Florissant ave.
Forster, C. Marquard	St. L. Brew'g Assn.		809 S. Sixth st.
Foskett, Hosea	Foskett & Klasner,	Feed	4327 N. Broadway.
Fouke, Phil. B.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Fowler, Edwin		Insurance	Odd Fellows' Building.
Fox, John W.	C. P. & St. L. R. R.,	Com'l Agent	Houser Building.
Fraley, M.	Moses Fraley & Co.,	Insurance	910 Century Bldg.
Francis, David R.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, T. H.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, J. D. Perry	Francis Bro. & Co.,	Stocks and Bonds	214 N. Fourth st.
Franciscus, J. M., Jr.	Moffitt & Franciscus,	Real Estate	708 Chestnut st.
Frank, Henry	B. Baer & Co.,	Produce and Prov.	1418 N. Broadway.
Frank, John F.		Grain	Okawville, Ill.
Frank, Max	Frank & Wohlgemuth,	Horses and Mules	1515 N. Broadway
Frank, Nathan		Attorney	Century Bldg.
Franklin, Jos.	Wm. Barr Dry Goods Co.,	Dry Goods	Sixth and Olive st.
Franklin, Spencer		Broker	709 N. Second st.
Frederick, A. H.	Missouri Trust Co.,	Secretary	Seventh and Locust
Freeborn, Charles S.	Star Union Line,	Freight Agent	309 Olive st.
Fresch, Chas. M.	St. Louis Trust Co.		Fourth and Locust
Freund, L.	L. Freund & Bro.,	Bakers	918 Souard st.
Frey, Gus	Woodward & Tiernan	Ptg. Co.	309 N. Third st.
Friedman, B.			3202 Harper st.
Fritschle, Robert		Grocer	5000 Gravois ave.
Fruin, Jeremiah	Fruin-Colnon Con.	Co., Contractors	721 Olive st.
Fuchs, Arnold	Peycke Bros. & Co.	Grain Co.	826 N. Third st.
Funk, Joseph P.	J. P. Funk & Co.,	Tallow, etc.	914 N. Main st.
Funsten, R. E.	R. E. Funsten & Co.,	Wool	300 N. Commercial.
Funsten, Wm. F.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Fusz, F. D.	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Louis	Regina Flour Mills		601 S. Main st.
Fusz, Eugene A.	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Paul A.	Bi-Metallic Mining Co.,	President	820 Security Building.

Gaertner, Chas.	Lumber	807 N. Fourth st.
Galennie, Frank	The Ludlow Automatic Fire Alarm Co.,	611 Union Trust Bldg.
Galbreath, G. W.	Third National Bank,	Cashier 417 Olive st.
Gandolfo, John B.	Gandolfo-Ghio Mfg. Co.	104 S. Eighth st.

Name.	Firm.	Business.	Location.
Gannett, Jno. M.			4175 Morgan st.
Gardner, R. E.	Banner Buggy Co.,		Third and Chouteau ave.
Gardner, Wm. A.	Cobb & Gardner,	Commission.	817 Chamber of Com.
Garneau, James W.	Krey Packing Co.,		Twenty-first and Bremen ave.
Garneau, Pierre A.	Krey Packing Co.,	Pork Packers.	2100 Bremen ave.
Garrels, G. W.	Franklin Bank,	Banking.	Fourth and Morgan sts.
Garrett, Walter L.		Commission.	Kansas City, Mo.
Garrison, O. L.	Big Muddy Coal &	Iron Co.	912 Wainwright Bldg.
Garvey, Lawrence.	L. Garvey & Co.,	Produce and Com.	1412 N. Broadway.
Gasser, Emil.	M. M. McKeen & Co.,		6 N. Second st.
Gatch, Elias S.	Granby Mining and	S. Co.	405 N. Sixth st.
Gaupel, Henry J.	Gelsel Mfg. Co.,		219 S. Second st.
Gaus, H., Jr.	Henry Gaus & Sons,	Box Factory.	Main and Madison sts.
Gebhardt, Geo. E.	Geo. E. Gebhardt &	Bro., Grocer.	7830 Ivory ave.
Geissmann, Otto.	Highland Milling Co.,	Flour.	Highland, Ill.
Geraghty, John E.	Chapin & Co.,	Mill Feed.	805 Chamber of Com.
Gerber, Charles.	Gerber Fruit Co.,		810 N. Third st.
Gerdas, I. F.	Gerdas Bros.,		East St. Louis, Ill.
Gerhart, P. G.			3640 Washington ave.
Gerhart, Frank H.	F. H. & C. B. Gerhart	Real Estate Co.	Wainwright Bldg.
Gerlach, W.		Insurance.	6 N. Third st.
Gessler, Emil W.	E. W. Gessler & Co.,	Commission.	111 N. Third st.
Gessler, E. A.	Gessler & Krausnick,	Broker.	411 Olive st.
Gettys, James M.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gettys, Thos. B.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gfeller, Alfred.		Lawyer.	426 Roe Bldg.
Ghiselin, Horace.	United Elev. & Grain	Co.	516 Cham. of Commerce.
Ghio, James C.		Real Estate	1001 Chestnut st.
Giesecke, Otto.	Chas. Ehlerman Hop and	Malt Co.	Twenty-second and Scott.
Gieselman, F. H.	Chris. Sharp Com. Co.,		202 N. Main st.
Giesler, John F.	John F. Giesler & Bro.,	Feed.	1881 Franklin ave.
Gillham, F. C.	Alton Packing Co.,	Pork Packers.	Alton, Ills.
Gillis, John G.	Picker & Beardsley,	Commission.	118 N. Main st.
Gilmartin, P. J.		Broker.	Merchants' Exchange.
Gintz, Adam.	St. Clair Vinegar Co.		Belleville, Ill.
Ginocchio, D.	Ginocchio Bros. & Co.,	Fruits.	713 N. Third st.
Giraldin, Chas. E.	Giraldin Bros. & Cates,	Real Estate.	110 N. Eighth st.
Givens, Jos. W.			415 Locust st.
Glaser, Carl S.	Jos. Glaser & Son,	Brokers.	317 Olive st.
Glaser, Joseph.	Joseph Glaser & Son,	Brokers.	317 Olive st.
Goddard, G. F.	E. Goddard Flour Co.,		Second and Rutger sts.
Goddard, J. H.	E. Goddard Flour Co.,		Second and Rutger sts.
Godlove, L.	Strauss Studio		3514 Franklin ave.
Goebel, Fritz.	F. Goebel & Sons,	Wholesale Grocers.	27-29 S. Second st.
Goeke, Fred'k W.	F. W. Goeke & Co.,	Commission.	22 N. Second st.
Goerger, G. A.	Wm. Goerger Malting Co.,		1701 Singleton ave.
Goertz, August.	Germania Life Ins. Co.,		208 Am. Central Building.
Goetz, Victor.	Merchants' Exchange Bd.	of Flour Insp.	129 Market st.
Goldman, J. D.	Lesser Cotton Co.,	Cotton Factors.	112 S. Main st.
Goodall, John R.	W. H. Markham & Son,	Insurance.	906 Century Building.
Goodnow, Frank.	Miss. Valley Elev. &	Grain Co.	Levee and Madison st.
Gordon, Samuel.	Cox & Gordon	Provisions.	1019 S. Third st.
Gordan, Thos. P.		Grain.	Bd. of T. Bldg., St. Joseph, Mo.
Gorman, John I.			5395 Easton ave.
Grafeman, Wm.	Grafeman Dairy Co.		2020 Franklin ave.
Graham, Ben B.	Graham Paper Co.,		219 N. Main st.
Graham, G. L.	G. L. Graham & Co.,	Com.	301 Chamber of Commerce.
Graham, Robt. S.	G. L. Graham & Co.,	Commission.	301 Cham. of Com.
Grant, W. D.	W. D. Grant Pkg. Co.,	Pork Packer.	} 3830 Garfield ave.
Grant, Chas. A.	W. D. Grant Pkg. Co.,	Pork Packer.	
Grant, Alex. D.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Grant, John.	St. Louis Transit Co.,	Gen'l Superintendent	3869 Park ave.
Grassmuck, Wm.	Wabash Elevator	Grain	Second and Biddle sts.
Gratz, Anderson.	Warren, Jones & Gratz,	Bagging.	106 Rialto Building.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging.	106 Rialto Building.

Name.	Firm.	Business.	Location.
Graves, Oswald.....	Sidney C. Love & Co.,	.....207 Chamber of Commerce.	
Graves, W. W.....	National Biscuit Co.,	.....205 LaSalle st., Chicago, Ill.	
Gray, Melvin L.....		Lawyer.....	509 Chestnut st.
Green, Francis X.....	The Chas. Green Real	Estate Co.....	720 Chestnut st.
Green, H. H.....	Green Car-Wheel Mfg. Co.,	President.....	3018 N. Broadway.
Green, Chas.....	Chas. Green Real Est. Co.,		720 Chestnut st.
Green, James.....	Helmbacher Steam Forge	& Rolling Mill Co.	Barton & DeKalb.
Green, W. L., Jr.....	W. L. Green Com. Co.,	Commission.....	62 Laclede Bldg.
Greene, O. H.....	National Lead Co.,	Comptroller.....	Tenth and Clark ave.
Greer, Robert C.....	Greer-Anderson	Realty Co.....	719 Chestnut st.
Gregg, Norris B.....	Mound City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.
Gregg, W. H., Jr.....	Monnd City Pt. & Col. Co.,	Paints and Oils.....	811 N. Sixth st.
Gregory, H. R.....		Fire Insurance.....	101 Cham. Com.
Gregory, James A.....			5408 Maple ave.
Greve, Henry.....	John Wahl Com. Co.,		2 S. Main st.
Grier, J. P.....	Schwartz, Dupee & Co.,		10 Wall st., N. Y.
Giler, R. C.....		Attorney.....	926 Rialto Bldg.
Griesedieck, Paul H.....	H. Griesedieck & Co.,		1134 S. Twelfth st.
Griesedieck, Bernard.....	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Joseph.....	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Henry C.....	Consumers Brewing	Co.....	1900 Shenandoah st.
Griesedieck, Henry, Jr.....	Nat'l. Brew'y Co.,	Br'wrs.....	Eighteenth and Gratiot sts.
Griesedieck, H. L.....	H. L. Griesedieck & Co.,	Liquors.....	715 N. Sixth st.
Griesedieck, Frank.....	H. Griesedieck & Co.,	Malster.....	1110 Park ave.
Griffin, T.....			312 S. Fourth st.
Grimm, Henry J.....			100 1/2 N. Fourth st.
Grone, Ed.....	Grone & Co.,	Soda.....	13 S. Eleventh st.
Grone, Henry.....	Grone & Co.,	Soda.....	13 S. Eleventh st.
Grone, John G.....	H. Grone Brewing Co.,	Brewery.....	2219 Clark ave.
Gronemeyer, C. L.....			2964 Clark ave.
Grossheider, Aug. F.....		Hay and Grain.....	2817 Easton ave.
Grover, Hiram J.....		Lawyer.....	Carleton Building.
Grubbs, H. B.....	Union Biscuit Co.		Sixth and Carr sts.
Gruensfelder, Louis.....		Pork Paoker.....	2029 Shenandoah ave.
Gruet, John P.....	Waters Pierce Oil Co.		Odd Fellows' Building.
Gruener, A. A.....		Lumber.....	Chouteau and Compton av.
Guerdan, N.....	Guerdan Hat Co.		Broadway and Walnut st.
Gunnison, Geo. W.....	Inland Oil Co.,	Oils.....	211 Commercial Bldg.
Haarstick, Hy. C.....	St. L. & Miss. Val. Tr. Co.,	President.....	Main and Walnut sts.
Haarstick, Wm. T.....	St. L. & Miss. Val. Tr. Co.,	Vice-President.....	Main and Walnut sts.
Haddaway, W. S.....	Consolidated Coal Co.,		Laclede Building.
Haering, John.....		Teamster.....	2016 S. Ninth st.
Haering, John Jacob.....		Teamster.....	2016 S. Ninth st.
Haeussler, Herman A.....		Lawyer.....	34 Laclede Building.
Hagerman, James.....		Attorney.....	606 Wainwright Building.
Hainsworth, Jonas.....			1520 Morgan st.
Haley, Claude E.....	D. I. Bushnell & Co.,	Seeds.....	109 N. Second st.
Hall, Charles A.....	Hall Bros.,	Stave Mfrs.....	1102 Union Trust Bldg.
Hall, Chas. E.....	Langenberg Bros.,	Commission.....	417 Cham. of Com.
Hall, Duane.....	H. & L. Chase Bag Co.,		8 N. Main st.
Hall, Geo. H.....	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E.....	John E. Hall Com. Co.		418 Chamber of Commerce.
Hall, Louis T.....	Nanson Commission Co.		202 Chamber of Commerce.
Hall, Marshall.....	W. L. Green Com. Co.		62 Laclede Building.
Hall, Thrasher.....	Hall & Carroll,	Ins. Adjuster.....	10 Republic Bldg.
Halliday, H. E.....	H. L. Halliday Mfg. Co.,		Cairo, Ill.
Hamilton, Alexander.....	Gartside Coal Co.,	Coal.....	1121 Pine st.
Hammer, L. F.....	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Hancock, D. J.....		Insurance.....	906 Century Bldg.

Name.	Firm.	Business.	Location.
Handlan, A. H.	Handlan Buck Mfg. Co.	Railroad Supplies	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.	President	Ninth & N. Market st.
Hannigan, K. B.	Southern Ry.		705 Chemical Bldg.
Hanson, C. T.	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.	Traffic Mngr.	2nd st. and Cass ave.
Hanson, A. T.	Stanton & Lyons	Grain	182 Cham. of Com.
Hardie, Andrew D.	Hunter Bros.	Flour and Feed	60 Gay Building.
Harig, Albert J.	Annan, Burg & Co.		117 N. Third st.
Harris, Benj.	B. Harris & Co.	Wool	Second and Walnut st.
Harrison, W. B.	W. B. Harrison & Co.	Hay and Grain	52 Gay Building.
Harroun, A. M.	Harroun Elevator Co.		St. Joseph, Mo.
Harstick, J. C.		Teamster	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.	Printing	513 Market st.
Hartmann, Ernst.	E. Hartmann Hide &	Leather Co.	1905 Shenandoah ave.
Hartmann, Rudolph.	R. Hartmann & Co.	Commission	14 S. Second st.
Hartmann, John.		Merchant Tailor	612 N. Broadway.
Hartnett, Jos. P.	L. M. Rumsey Mfg. Co.		810 N. Second st.
Hartzell, S. S.	Hartzell Light &	Milling Co.	Poplar Bluff, Mo.
Harvey, Geo. H., Jr.	P. M. Brunner	Granitoid Co.	211 Odd Fellows' Bldg.
Harvey, R. S.	Franklin & Harvey,	Railroad Ties	Eldon, Mo.
Hattersley, F.	F. Hattersley Bro. & Co.		205 Pine st.
Hattersley, Jos.	F. Hattersley Bro. & Co.		205 Pine st.
Hauptmann, Peter.	Peter Hauptmann &	Co., Tobacco	513 N. Third st.
Hauser, G. A.		Deceased	
Havlin, John.	W. B. Harrison & Co.	Commission	52 Gay Building.
Hawes, Harry B.		Lawyer	Lincoln Trust Bldg.
Hawken, Wm. H.	Jno. Jackson Investment Co.		51 Gay Building.
Haynes, Delos R.	Haynes Bros.	Real Estate	403 Union Trust Building.
Haynes, W. J.	Front Rank Steel	Furnace Co.	23rd & Lucas ave.
Hazard, Wm. P.	Monarch Rubber Co.	Vice-Pres't.	Bittner & Kenrick sts.
Healey, E. S.	Glencoe Lime & Cement Co.		1400-A Old Manchester rd.
Heath, A. J.	A. J. Heath & Co.	Commission	304 N. Commercial st.
Heed, R. B.	Erie Despatch,		12 Laclede Building.
Heege, Albert.		Grocer	Clayton, Mo.
Heege, Theodore.		Grocer	Kirkwood, Mo.
Heger, Frederick	Heger & Seiferth,	Game, etc.	122 N. Main st.
Heidbreder, John H.			
Heinrichsmeyer, Henry		Feed	6830 S. Broadway.
Heintz, Emil.	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heitzberg, Chas. L.	Heitzberg Pkg. Co.		Ninth st. and Cass ave.
Heitzberg, Geo. C.	Heitzberg Pkg. Co.		Ninth st. and Cass ave.
Helein, Geo. A.		Cooperage	419 S. Fourteenth st.
Helery, M. F.		Retail Liquors	112 N. Third st.
Hellman, A. M.	A. M. Hellman & Co.	Wholesale Liquors	508 N. Second st.
Hellman, Chas.	Hellman-Godlove	Mer. Co.	120 N. Main st.
Heitzell, D. S.	H. C. Coleman Com. Co.		508 Cham. Com.
Heitzell, Harry Dallas.	A. J. Child & Son,	Commission	211 Market st.
Heman, Fred.			1817 Leffingwell ave.
Heman, G. A.		Hay and Grain	1221 N. Jefferson av.
Heman, John C.	Heman Construction Co.		108 1/2 N. Eighth st.
Hemenway, Wm. D.	Peugnet &	Hemenway, Ins.	902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.	Grain	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.	Auditor	3869 Park ave.
Henseler, F. F.	Drayage Transfer Co.		10 Bridge Approach.
Henson, Mark	County Supt. of Schools,		Granite City, Ill.
Henze, F. W.	Old Rock Bakery Co.	Baker	417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.		4523 S. Broadway.
Hewitt, O.		Commission	1823 Cora Place.
Heydt, John B.	Heydt Bakery Co.		1607 Biddle st.
Heyman, Wm.	Lackawana Line,	Agent	105 Ry. Exchange.
Hezel, Charles.	Hezel Milling Co.	Millers	East St. Louis, Ill.
Hezel, Charles, Jr.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Morris			2337 Lafayette ave.
Hickey, Dewey A.	The N. K. Fairbanks Co.		Third and Convent sts.
Hickman, W. T.	Wiggins Ferry Co.	Contracting Agt	920 Security Bldg.

Name.	Firm.	Business.	Location.
Hilke, Christoph.....		Flour and Feed.....	3749 N. Broadway.
Hilke, Christ H.....	Christ Hilke.	Feed.....	3747 N. Broadway.
Hill, Ewing.....	Western Advertising Co.		306 Century Building
Hill, Wm. T.....	J. H. Teasdale	Commission Co.....	100 N. Fourth st.
Hill, G. W.....			1748 Preston pl.
Hill, Walker.....	American Ex. Bank,	President.....	207 N. Broadway.
Hillar, W. T.....	Erie Dispatch,		12 Laclede Bldg.
Hinchman, J. G.....		Prov'n Inspector.....	22 S. Commercial st.
Hindman, James H.....		Farmer.....	Rockwood, Ill.
Hirsch, I. C.....	Cal. Hirsch & Sons Iron &	Rail Co.....	212 Clark ave.
Hirschberg, F. D. F. D. Hirschberg & Bro.,		Insurance.....	123 N. Third st.
Hitchcock, Henry.....		Attorney.....	709 Wainwright Building.
Hitchcock, E. A. Secretary of the Interior,			Washington, D. C.
Hoagland, Wm. Y.....	Police Officer,		4408 N. Nineteenth st.
Hobart, B. F.....	Kansas & Texas Coal Co.,	President.....	195 Laclede Building.
Hodgkins, Daniel.....			Eldred, Ill.
Hodgkins, Elbert.....	Kehler Bros.,	Flour.....	402 Chamber of Commerce.
Hoffmann, August.....	Hoffman Stave Co.,	Coopers.....	Dexter, Mo.
Hoffman, Geo. E. Merchants'-Laclede Nat.		Bk., Cashier.....	Fourth and Olive sts.
Hoffman, S. H.....		Builder.....	Globe-Dem. Building.
Hofman, Louis.....	Mound City Ice & Cold	Storage Co.....	3019 N. Broadway.
Hofmann, F. W.....	Hofmann Bros. Pro. Co.,	Prod. Com.....	700 N. Second st.
Hofmann, E. G.....	Hofmann Bros. Pro. Co.,	Prod. Com.....	700 N. Second st.
Hogan, C. C.....	McReynolds & Co.,	Grain.....	820 Security Bldg.
Holbrook, Walter J. Blackwelder-Holbrook		Realty Co.....	107 N. Seventh st.
Holland, Frank.....	Mound City Coupe, Mess.	& Livery Co.....	3420 Lindell ave.
Holland, Geo. H. Bridge & Beach Mfg. Co.,		Stoves.....	Main and Almond sts.
Holliday, Omar.....	Fulton Bag & Burlap Co.		612 S. Seventh st.
Holliday, Sam'l N.....		Attorney.....	52 Laclede Bldg.
Hollmann, Julius.....	Fischer Flour Co.,		202 Market st.
Holmes, Jesse H.....	H. & L. Chase Bag Co.,		18 N. Main st.
Holtzclaw, Frank.....	The Jeffras Cloak Co.,		Hannibal, Mo.
Hopkins, James.....			Security Bldg.
Hoppius, Herman F.....	Mullen & Hoppius	Painting Co.....	114 Olive st.
Horn, Benjamin F.....		Cooperage.....	E. St. Louis, Ill.
Horn, Benj. F., Jr.....	Benj. F. Horn,	Cooperage.....	Mo. ave. E. St. Louis, Ill.
Horn, Chas. W.....	Benj. F. Horn,	Cooperage.....	Mo. ave. E. St. Louis, Ill.
Horner, E. P.....	Allen-West Com. Co.,		104 S. Main st.
Hornhardt, Curt.....			Baltimore, Md.
Hornsby, Joseph L.....		Attorney.....	520 Rialto Bldg.
Horstman, Julius C. Jas. W. Soudder & Co.,		Whol. Grocers.....	425 S. Seventh st.
Hospes, Richard.....	Ger. Sav. Institution.	Cashier.....	Fourth and Pine sts.
Houghtlin, D. M., Jr.....	Wiggins Ferry Co.		923 Security Bldg.
House, Richard J.....		Hay and Grain.....	65 Gay Bldg.
Howard, F. F.....	W. P. Howard & Co.,	Commission.....	414 N. Commercial st.
Howard, J. J.....	W. P. Howard & Co.,	Commission.....	408 N. Levee.
Howard, L. J.....	Evans & Howard Fire	Brick Co.....	920 Market st.
Howard, John W.....		Liquors.....	307 N. Garrison ave.
Hoyt, E. R.....	Hoyt Metal Co.,	Secretary.....	4143 Clayton ave.
Hubbard, Robt. M.....	Hubbard & Moffitt,	Commission Co.....	322 Pine st.
Hudson, Wm. A.....	Hudson Bros. Com. Co.,	Commission.....	212 N. Second st.
Hudson, John.....		Cotton.....	Barry and Kosciuski sts.
Huff, C. H.....		Machinery.....	Levee and Morgan st.
Hug, Henry.....	Laclede Hay & Grain Co.,		110 So. Jefferson ave.
Hull, Wm. L.....	Wm. L. Hull & Co.,	Commission.....	520 Cham. of Com.
Hundley, J. H.....	W. L. Green Com. Co.		62 Laclede Bldg.
Hunn, Eugene F.....	C. H. Cauby & Co.,		Chamber of Commerce.
Hunter, R. D.....	Hunter-Phelan S. & T. Co.,		Fort Worth, Tex.
Hunter, E. O.....	Hunter Bros.,	Grain and Feed.....	60 Gay Bldg.
Hunter, Henry.....	Chris. Sharp Com. Co.,		202 N. Main st.
Huppert, W. E.....	Klausman Brewery Co.	Book-keeper.....	3639 S. Broadway.
Hussmann, Henry.....			Red Bud, Ill.
Husted, Edward O.....	St. Joe Lead Co.,		196 Laclede Building.
Hutchinson, R. R.....	Mechanics' Bank,	President.....	Fourth and Pine sts.

Name.	Firm.	Business.	Location.
Hutchinson, Jas.	Jas. Hutchinson & Sons,	Sugar Brokers	712 Spruce st.
Huttig, C. H.	Huttig Sash & Door Co.,		3900 Chouteau ave.

Imbs, Joseph F.	J. F. Imbs	Milling Co.	122 S. Main st.
Imbs, Al. V.	J. F. Imbs	Milling Co.	120 S. Main st.
Inman, B.	D. R. Francis & Bro. Com. Co.,		214 N. Fourth st.
Isaacs, Chas. W.	Isaacs & Sherry Grain Co.,		218 Chamber of Commerce
Ismert, Jno.	Pinckneyville Milling Co.,		Pinckneyville, Ill.

Janes, J. M.			Chamber of Commerce.
Jannopoulos, D.	Mo. Tent & Awning Co.,	Tents.	102 N. Second st.
Jasper, Louis A.	Jasper & Sellmeyer,	Commission.	835 N. Third st.
Jenkins, Hunter Ben.		Columbia Pkt. Co.	Foot of Vine.
Jennings, A. M.	Printing Telegraph	News Co.	307 Cham. Com.
Jinkins, B. C.		Broker.	Bank of Commerce Bldg.
Joerger, G. A.	Wainwright Brewery,	Teamster.	Tenth and Gratiot sts.
Johnson, F. N.	Simmons Hdw. Co.,		Ninth & Spruce st.
Johnson, M. B.			202 N. Third st.
Johnson, Chas.	R. W. Weighing Ass'n.,	Agent.	704 Houser Building.
Johnson, James Lucas.			4244 Washington ave.
Johnston, George S.	Johnston T. F. & Met.	Co., Tin Foil Manuf.	6020 S. Broadway.
Johnston, Wm. C.	Donk Bros.,	Coal & Coke Co.	314 N. Fourth st.
Jones, Breck	Miss. Valley Trust Co.,	2d V.-P & Counsel.	201 N. Fourth st.
Jones, Charles, Jr.			52 Laclède Bldg.
Jones, C. Norman.	St. Louis Brewing Assn.		702 Wainwright Building.
Jones, Ezekiel.	Jones-Pope Produce Co.,	Commission.	917 N. Fourth st.
Jones, Geo. P.	Geo. P. Jones & Co.,	Oil.	704 N. Main st.
Jones, L. F.	Warren, Jones & Gratz,	Bagging.	Rialto Building.
Jones, Vincent M.	John Mullally Com. Co.,		405 Chamber of Commerce.
Jordan, Wm. E.		Florist.	Union and Spaulding aves.
Judson, F. N.	Judson & Green,	Lawyers.	500 Rialto Building.
Judd, W. D.		Grain.	506 Chamber of Commerce.

Kaehler, E.	Interstate Despatch,	Agent.	305 Houser Building.
Kahle, Otto.			914 N. Grand ave.
Kahn, Joseph		Insurance.	305 Olivest.
Kaiser, Henry.	John G. Kaiser & Co.,	Grocers.	901 Franklin ave.
Kaiser, Jacob.	Jacob Kaiser & Co.,	Manufacturers.	Third and Elm sts.
Kaiser, Jno. H.	Kaiser & Lindeman	Grocer Co.	Eighth & Wash sts.
Kalb, C. R.	G. O. Kalb & Son,	Insurance.	957 Century Bldg.
Kalbfleisch, J. H.	Miss. Valley Elev. &	Grain Co.	Foot of Madison st.
Karns, W. H.	Dan'l P. Byrne & Co.,		318 Chamber of Commerce.
Kart, Eugene.	Mut. Life Ins. Co. of Ky.		354 Century Bldg.
Kaufman, H. M.	G. H. Walker & Co.,	Broker.	310 N. Fourth st.
Kaufman, John W.			Kings Highway and Lindell Blv.
Kaufman, F. E.	Kaufman Milling Co.,		514 Chamber of Com.
Kaune, Wm. G.	Wonderly Coal Co.,		Worden, Ill.
Kavanaugh, W. K.	Interstate Car Transfer Co.,		818 Security Bldg.
Keeble, W. B.	Senter & Co.,	Commission.	25 S. Third st.
Kehele, P. F.		Investments.	6154 Plymouth ave.
Kehoe, C. J.	F. D. Hirschberg & Bro.,	Insurance.	123 N. Third st.
Kehlor, D. M.			3000 Pine st.
Kehlor, J. B. M.	Kehlor Bros.,	Milling.	401 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Keiflein, John M.	Consolidated Coal Co.,	Superintendent	Foot of Locust st.
Keirsey, W. H.	C. H. Albers Com. Co.,		400 Chamber of Commerce
Kelser, C. J.	Kelser Bros. Milling Co.,	Flour	Mt. Olive, Ill.
Kelser, Robert H.		Real Estate	417 Pine st.
Kennard, Sam. M.	Kennard & Sons Carpet	Co., Carpets	Fourth and Washington
Kennedy, Maxwell	Kennedy Com. Co.,	Grain and Hay	418 Cham. of Com.
Kennedy, Samuel G.		Insurance	956 Century Building.
Kennedy, T. D.	Jeremiah Murphy,	Pork Packer	2315 Morgan st.
Kennedy, John H.		Broker	511 Bd. of T., Kan. City, Mo.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Kent, H. V.	Kent & Purdy Paint Co.		701 N. Second st.
Kerens, R. C.		Railroads,	Third Nat'l Bank Building.
Kerls, Charles T.		Flour and Feed	2031 Salisbury st.
Ketchum, Horace F.	Langenberg Bros.	& Co.	417 Chamber of Commerce.
Keyes, S. P.		Livery	1100 St. Ange ave.
Kidder, Edward M.		Broker	Bank of Commerce Bldg.
Kiely, P. M.	P. M. Kiely & Co.,	Commission	914 N. Third st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	835 Century Bldg.
King, Wm. J. 2nd	Mass. Mutual Life,	Manager	Century Bldg.
Kingsland, L. D.	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		828 N. Second st.
Kinney, Horace E.	Mattoon Elev. Co.,		Mattoon, Ill.
Kinsella, James	Kinsella & Co.,	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	715 Spruce st.
Kirk, H. F., Jr.	Waggoner-Gates Milling	Co.	Independence, Mo.
Kissner, John	Foskett & Kissner,	Feed	4323 N. Broadway.
Klasing, Aug. F.		Groceries and Feed	5084 N. Broadway
Klauber, John	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klein, Jacob	Klein & Hough,	Attorneys	902 Rialto Bldg.
Klein, Jno. S.	Geo. S. Mephram & Klein,	Dry Paints	Sidney st. and Levee.
Klenk, Charles	A. Laux & Son Pork	Packing Co.	Russell and DeKalb st.
Knebel, L.	L. Knebel & Co.,	Grain and Lumber	Pierron, Ill.
Knehans, H. W., Jr.	H. W. Knehans & Sons,	Commission	1022 N. Third st.
Knight, Geo. W. J.	Meyer Bros. Drug Co.,	Salesman	Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Knoblauch, C. O.		Boneblack	3218 Russell ave.
Knox, C. G.	National Stock Yards,	V.-Pres.	National Stock Yards, Ill.
Kooh, Arthur			1311 S. Fourteenth st.
Koehig, Wm.	Jos. A. Buckland & Co.,	Hay and Grain	103 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, Henry, Jr.	American Brewing Co.		2318 S. Seventh st.
Koehler, Hugo A.	The American Bw'g. Co.,		2325 S. Broadway.
Koehler, Julius H.	Columbia Br'wing Co.,		Twentieth and Madison st.
Koenigsmark, Jacob J.		Flour Mill	Waterloo, Ill.
Koenigsmark, T.		Milling	Waterloo, Ill.
Koenig, William	Wm. Koenig & Co.,	Farm Machinery	120 S. Eighth st.
Kohlbr, Louis		Feed	3254 S. Jefferson ave.
Kohlbr, Louis, Jr.	Louis C. Kohlbr &	Bro., Feed	3407 Missouri ave.
Kohl, F.	Kohl & Niemann,	Feed	Venice, Ill.
Kohn, R. D.	Kohn & Co.		815 N. Fourth st.
Kolb, Adolph		Feed	911 S. Seventh st.
Kotany, M.		Stock and Bond Broker	409 Olive st.
Kracke, J. H.	J. H. Kracke Grain Co.		208 N. Fourth st.
Krausse, E. B., Jr.	Page & Krausse Mfg.	& Mining Co.	410 Valentine st.
Krausnick, E. C.	Gessler & Krausnick,	Brokers	411 Olive st.
Krenning, H. B.	F. H. Krenning & Sons,	Grocers	818 N. Third st.
Kretschmar, Ernest		Provisions	2700 Cherokee st.
Krey, Fred	Krey Packing Co.,	Pork Packers	21st and Bremen ave.
Kriekhaus, A.	A. Kriekhaus & Co.,	Hides and Commission	410 S. Main st.
Kriekhaus, Arthur			2411 Lemp ave.
Krite, F. H.	Hezel Milling Co.,	Millers	East St. Louis, Ill.
Kroeger, Mathias	Henry Sayers & Co.,	Commission	412 Cham. Com.
Kron, A.		Livery Stable	2122 N. Tenth st.

Name.	Firm.	Business.	Location.
Kuenke, Henry		Flour and Feed	2653 Gravois ave.
Kuhlman, Henry W.	Kuhlman & Bros.	Grocers and Feed	2304 Bremen ave.
Kuhn, Francis	St. Louis Distilling Co.	Twenty-third and Madison sts.	
Kuhn, Robert C.	Bartlett, Kuhn & Co.	Grain and Hay	54 Gay Bldg.
Kuhs, Aug. H.	Louis Obert Brewery	Twelfth and Lynch sts.	
Kuhs, H. W.	H. W. Kuhs & Co.	Grocers and Com.	28 S. Third st.
Kunz, Henry		Malster	1813 Ann ave.
Kupferle, E.	Kupferle Bros. Mfg. Co.		600 N. Second st.
Lackland, R. J.	Boatmens' Bank, President		4th and Washington ave.
Lackland, Edgar C.			58 Laclede Building.
Lahey, Thos. P.		Speculator	205 N. Third st.
Lamping, W. C.		Broker	212 Cham. of Com.
Lamy, Chas. O.	J. H. Teasdale Com. Co.		100 N. Fourth st.
Lamy, Joseph F.	Cobb & Gardner	Commission	317 Cham. of Com.
Landau, Louis	Landau & Co.	Grocers	317 N. Second st.
Lang, George	Braun-Lang Com. Co.	Flour and Commission	Gay Building.
Lang, B. H.	B. H. Lang & Co.	Commission	415 Cham. of Com.
Lang, Ben S.	B. H. Lang & Co.		415 Cham. of Com.
Langenberg, Geo. F.	Langenberg Bro. & Co.	Commission	417 Cham. of Com.
Langenberg, H. F.	Langenberg Bro. & Co.	Commission	417 Cham. of Com.
Langenberg, H. H.	Langenberg Bros. & Co.	Commission	417 Cham. of Com.
Langenberg, C. H.	Front Rank Steel	Furnace	23rd and Lucas ave.
Langton, J. J. P.	Langton & McCall	Prov. Broker	802 Spruce st.
Lanitz, George		Grain	322 Pine st.
Lansing, E. W.	Thos. Bennett & Co.	Brokers	220 Chamber of Commerce.
Larimore, N. G.	Elk Valley Farming Co.		Larimore, N. Dakota.
Larimore, Jameson		Farmer	Larimore, N. Dakota.
Lassen, Chas. F.	Fisher & Co.	Real Estate	714 Chestnut st.
Latal, John J.	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James	Columbia Zinc Works		Marion, Ind.
Latta, H. J.	Maxwell & Crouch Mule Co.		National Stock Yards.
Laughlin, J. R.		Real Estate	606 Fullerton Bldg.
Laux, Anton J.	Anton Laux & Son	Pork Packer	Russell & DeKalb aves.
Lawnin, Jos. D.		Lumber	807 N. Levee.
Lee, W. H.	Merchants' Laclede Nat'l	Bk., Pres.	Fourth and Olive sts.
Lee, Wm. H.	W. H. Lee & Co.	Wholesale Liquors	311 N. Second st.
Leftwich, W. M.			413 Cham. of Com.
Lehman, S. M.	Lehman Bros.	Commission	16 William st., N. Y.
Lelong, A. A.	Citizens' Bank	Cashier	New Orleans.
Lemcke, L.	L. Lemcke & Co.	Commission	322 Pine st.
Lemp, Wm. J.	W. J. Lemp Brewing Co.	Pres't	Thirteenth and Cherokee.
Lemp, Louis F.	W. J. Lemp Brewing Co.	Supt	Thirteenth and Cherokee.
Lemp, Wm. J., Jr.	W. J. Lemp Brewing Co.	V-Pres't	Thirteenth and Cherokee.
Lemp, Carl A.	W. J. Lemp Brewing Co.	Treas	Thirteenth and Cherokee.
Leonhardt, R. H.	Saxony Mills	Flour	312 Lombard st.
Lepp, Henry		Flour Mill	DeSoto, Mo.
Levy, Falk		Mdse. Broker	709 Lucas ave.
Lewis, Arnold C.	Kehlor Bros.	Millers	401 Chamber of Commerce.
Lewis, Turner T.			305 Wainwright Building.
Lewis, J. R.	J. R. Lewis	Broker	130 N. Third st.
Liermann, John O.		Feed	322 S. Thirteenth st.
Lightholder, W. P.	Philibert & Lightholder	Real Estate	17 N. Eighth st.
Lichter, Frank			1408 Union boulevard.
Lindsay, John W.	B. & O. S.-W. R. R.		Broadway and Locust.
Lindsay, W. C.	L. H. & St. L. Ry.	Com'l. Agent	206 N. Broadway.
Lippelt, Lewis A. J.		Real Est. & Loans	824 Chestnut st.
Lippelt, G. H.	G. H. Lippelt & Co.	Dry Goods	805 Lucas ave.
Lisman, Anthony A.	A. A. Lisman	Bonds	25 Broad st., New York.
Litchfield, Parker H.	The Modern Miller	Co.	57 Gay Bldg.
Little, Wm. C.	W. C. Little & Bro. Inv.	Co.	213 N. Fourth st.

Name.	Firm.	Business.	Location.
Little, H. J.	W. C. Little & Bro. Inv.	Co.	213 N. Fourth s
Lockwood, James Y.	Interstate Car	Transfer Co.	818 Security Bldg
Loeb, C. M.	American Metal Co., Limited,		904 Security Building
Loewen, David.	Loewen Broom Corn &	I. Co.	514 N. Main s
Logeman, C. A.	F. H. Logeman Chair Co.		2000 N. Main s
Lohmann, Wm. H.		Hay and Grain	614 Ann av
Loneragan, T. J.	T. J. Loneragan & Co.		507 Chamber of Commerce
Lothman, Wm.	Hafner-Lothman Mfg.	Co.	Dock and Main s
Louderman, John H.			510 Pine s
Louderman, Jno. H., Jr.			510 Pine s
Louderman, Henry B.			510 Pine s
Louderman, H. B., Jr.	Swift & Co.	Packers.	Nat'l. Stock Yards, I
Love, John E.	Love & Sons,	Real Estate.	802 Chestnut s
Love, Sidney C.	Sidney C. Love & Co.,	Groin, etc.	Rookery Bldg., Chicag
Lucas, James R.	J. R. Lucas & Co.,		45 Gay Building
Lucas, John B. C.	Miller & Fairbault,	Real Estate.	709 Chestnut s
Ludington, Elliot K.	H. & L. Chase Bag	Co.	18 N. Main s
Ludington, F. H.	H. & L. Chase Bag Co.,		18 N. Main s
Luehrmann, Aug. F. W.	Luehrmann Bros.	Hay & Grain Co. Com.	2300 N. 2nd s
Lueking, A. C.		Drayman.	8th and Washington av
Lukens, John A.	Brinson-Judd Grain Co.		Tenth and St. Charles st
Lumaghi, Joseph D.	Lumaghi Coal Co.		208 Cham. of Com
Lungstras, Eugene	Lungstras Dyeing &	Cleaning Co.	411 Olive s
Lusk, Isaac P.	Diamond Joe Line,	Steamboat Agt.	1300 Park av
Luth, Fred L.	St. L. D. B. & Prov. Co.,	Provisions	Foot of Wash'n av
Lyle, Hugh Ranken.	Miss. Val. Trust Co.,		3919 Papin s
Lyon, John			Fourth and Pine st

Macbeth, Malcolm		Real Estate.	108 N. Eighth s
Maack, Henry W.	Connor Bros. & Co.,	Commission.	46 Gay Building
Mackey, John	W. B. Harrison	& Co.	52 Gay Building
Macy, E. F.	Star Egg & Cold Storage Co.,	Sec'y and Treas.	509 N. Main s
Madill, George A.		Deceased.	
Mamitt, Wm.	Mercantile Trust Co.		Eighth and Locust st
Mamitt, Wm. C.			916 Security Building
Maginn, James P.		Lawyer.	421 Olive s
Maguire Chas. J.	Maguire Coal Co.,		210 Mermod & Jaocard Bldg
Maguire, Louis T.			105 N. Eighth s
Mahony, M. F.	Traders Elevator,		East St. Louis, Ill
Mallinckrodt, Edw.	Mallinckrodt Chem.	Wks., Mfg. Chem.	Mallinckrodt & 2
Mann, T. L.	H. Griesedieck & Co.,	Malsters.	1134 S. Twelfth s
Manewal, Aug.	Manewal-Lange Cracker	Co.	Seventh st. and Cass av
Marbes, C.	Eau Claire-St. Louis	Lumb. Co.	2505 S. Broadwa
Markham, G. D.	W. H. Markham & Son,	Insurance.	806 Century Bldg
Markle, C. N.	Markle Lead Works,		720 Rialto Building
Marks, David A.	Stobie Cereal Mills,	Macaroni & Verm.	711 N. Second s
Marks, John J.	Stobie Cereal Mills,		711 N. Second s
Marquis, P. S.	S. E. Barrett Mfg. Co.,	Gravel Roofing	109 N. Ninth s
Marshall, Ben F.	Ben F. Marshall & Co.,	Grain.	Blodgett, M
Marshall, F. E.	Continental Nat'l Bank,		Fourth and Olive st
Marshall, J. D.	J. D. Marshall Livery	Co.	1028 N. Vandeventer av
Marshall, W. J.	Ware & Leland,		212 Cham. Com
Martin, C. T.			203 Cham. of Commerce
Martin, M., Jr.			3116 Eads av
Martin, Thos. King.	W. L. Green Com. Co.		62 Laeole Building
Marx, Henry			
Mason, Geo. H.			3743 Pine s
Mason, Isaac M.	Atlas Transp. & Oil Co.,	President.	1002 Union Trust Bldg
Massengale, John E.	St. Louis & Tenn. Riv.	Pack. Co., Sec.	Foot of Pine s
Masson, W. V.			

Name.	Firm.	Business.	Location.
Matthews, Wm.		Insurance.	118 N. Third st.
Matthews, Geo. T.	Geo. T. Matthews &	Co., Oils, etc.	806 N. Fourth st.
Maune, Leonard.			
Maxon, John H.			4886 Westminster pl.
Mayer, Fred.	A. B. Mayer Mfg. Co.	Fertilizers.	1020 N. Twelfth st.
Maynard, J. F.	Ice Machines,		320 S. Third st.
Mayo, T. R.		Merchant.	Clifton Hill, Mo.
Medanich, Thos.		Ice.	1811 S. Fourteenth st.
Meek, A. J.	Meek Milling Co.	Millers.	Marissa, Ill.
Meggins, L. M.	Red Line,	Agent.	Fourth and Chestnut str.
Meier, Theo. G.	Heine Safety Boiler Co.		707 Bank of Commerce Bldg.
Meier, Louis J.	Brockmeier & Sieving,	Commission.	118 S. Main st.
Meinecke, Wm.		Flour.	1717 S. Broadway.
Menke, Geo. C.	Nelson Distilling Co.		812 N. Fourth st.
Mephram, Geo. S.	G. S. Mephram & Klein,	Colors, etc.	Levee and Sidney sts.
Mephram, Hampden D., Jr.		Exporter.	519 Lincoln Trust Bldg.
Merrell, H. S.	J. S. Merrell	Drug Co.	620 Washington ave.
Mertz, Jacob W.			208 Market st.
Messery, S. A.		Live Stock.	Union Stock Yards.
Messmore, John L.	Ballard, Messmore &	Co., Commission.	520 Cham. of Com.
Meyer, Edwin J.	Wash'n Mut. Fire	Ins. Co.	421 Olive st.
Meyer, Ferd P.	John F. Meyer & Sons,	Miller.	172 Laclede Building.
Meyer, George F.	St. Louis Cooperage Co.		Main and Arsenal sts.
Meyer, John P.	John P. Meyer & Co.	Brokers.	411 Olive st.
Meyer, Herman J.	Jno. F. Meyer & Son,	Flour.	172 Laclede Bldg.
Meyer, C. H.	C. H. Meyer & Co.	Hay and Grain.	1109 Cass ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.	Druggists.	Fourth st. & Clark ave.
Meyer, F. Heinrich.	Brinckmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meyer, John F.	John F. Meyer & Son,	Millers.	172 Laclede Building.
Meyer, Peter H.	Peter H. Meyer & Son,	Feed.	1308 N. Ninth st.
Meyer, J. H. Aug.	Meyer Supply Co.	Brewers' Supplies.	22 S. Main st.
Meyer, Chas. W.	St. Louis Brewing	Ass'n.	1724 Lafayette ave.
Meyer, Wm. A.	Jno. P. Meyer & Co.	Brokers.	411 Olive st.
Michael, Martin.	Michael Transportation Co.	Co., Transportation.	2451 Kosciusko st.
Michaels, Ernst.		Stocks and Bonds	304 N. Fourth st.
Midlam, W. T.	Empire Line,		Fourth and Chestnut sts.
Miller, Aug.	Miller Grain & Elevator Co.		Lincoln Trust Bldg.
Miller, D. C.			4541 Maryland ave.
Miller, W. A.	Sullivan & Miller,	Feed.	1417 N. Broadway
Milleson, C. D.	C. D. Milleson & Co.	Hay and Grain.	East St. Louis, Ills.
Milliken, B. H.			322 Pine st.
Milliken, John T.	John T. Milliken & Co.	Mfg. Chemists.	948 Chouteau ave.
Miner, F. J.	Cella Com. Co.	Broker.	Fourth and Pine st.
Mitchell, John E.	Mitchell-Parks Mfg. Co.		1234 S. Seventh st.
Mitchell, W. R.		Broker.	118 N. Fourth st.
Mittler, John G.	John Wahl Com. Co.	Commission.	Main and Market sts.
Moerschel, Jacob.	Spring Brewing Co.		St. Charles, Mo.
Moffett, L. A.	Moffett & Francisous,	Real Estate.	703 Chestnut st.
Moffitt, Charles S.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Moffitt, N. L.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Mohlenbrock, Malto.	Bank of Campbell Hill.		Campbell Hill, Ill.
Monteith, Geo. F.	T. W. Carter & Co.	Commission.	114 N. Fourth st.
Moore, Austin R.	St. L. & Miss. Val. Tr. Co.	Treasurer.	Main and Walnut sts.
Morgan, Geo. H.	Merchants' Exchange,	Secretary.	Merchants' Exchange.
Morgan, Arthur R.		Broker.	116 N. Fourth st.
Morris, H. E.	Cumberland Gap Desp.		206 N. Broadway.
Morrison, Chas.		Attorney.	Waterloo, Ill.
Morrison, Thomas.	Morrison Tent & Awning Co.		115 Olive st.
Morrison, Robt. W.	R. W. Morrison Const. Co., Builders.		408 N. Eleventh st.
Morrison, Fred.	Morrison Bros.	Live Stock, etc.	Ramsey, Ills.
Morrissey, John F.	J. B. Buss Mills,		1444 N. Broadway.
Morse, Samuel S.	Morse Bros.	Commission.	400 N. Second st.
Morton, Claude A.	Morton & Co.	Commission.	509 Cham. of Com.
Morton, T. B.	Morton & Co.	Commission.	509 Cham. of Com.
Moser, Leo.		Hotel.	809 Pine st.

Name.	Firm.	Business.	Location.
Mudd, John H.			
Mudge, Geo.	D. R. Francis & Bro. Com. Co.		314 N. Fourth
Mueller, Henry	Mueller C. H. H. & Transfer Co.		2520 Bismarck
Mueller, William G.	Wm. G. Mueller	Produce Co.	2nd & Washington
Mulcahey, Morris		Teamster	19 N. Main
Mulcahy, Patrick		Builder	304 N. Eighth
Mulford, W.	W. Mulford & Co.	Brokers	311 Pine
Mullally, Dan'l. S.	Langenberg Bros. & Co., Commission		417 Cham. of Co
Mullally, John	Jno. Mullally Com. Co.		405 Chamber of Commer
Mullally, Martin J.	Jno. Mullally Com. Co.		405 Chamber of Commer
Mullally, Jno. D.	Ballard, Messmore & Co., Commission		520 Cham. of Co
Mullally, Joseph J.	J. R. Lewis & Co.	Broker	120 N. Third
Munday, C. B., Jr.	Munday-Settlemyre Co.	Grain	Litchfield, I
Munson, Tracy	The N. K. Fairbanks Co.		Third and Convent
Murphy, Daniel J.	I. H. Woodbury & Co.	Grain, etc.	240 LaSalle st., Chica
Murphy, Jeremiah		Pork Packer	2315 Morgan
Murphy, P. C.	P. C. Murphy Trunk Co.	Trunks	504 N. Third
Murphy, J. L.		Grain	Pinckneyville,
Myers, E. M.	Geo. Taylor Commission Co.		100 S. Main
Myerson, Samuel F.		Printing	Third and Vine
Myerson, G. S.			1830 Victor
Mynders, Arnold H.	Rogers Salt Co.	Salt	220 Pine
McAllister, R. S.	American Refrigerator Transit Co.		Century Buildi
McAllister, John			5664 Von Versen a
McBlair, Wm.		Manfs. Agent	1005 Chemical Bl
McCann, James V.	McCann & Dowling,		1140 Chestnut
McCarthy, H. T.	General Chem. Co.	Chemicals	14th and Gratiot
McChesney, W. S., Jr.	Terminal R. R. Assn., V. P. and G. M.		Union Stati
McClellan, C. W.	Eaton, McClellan & Co.	Commission	19 N. Main
McClellan, Frank P.	Eaton, McClellan & Co.	Co., Commission	19 N. Main
McClellan, J. S.	Eaton, McClellan & Co.	Commission	19 N. Main
McClellan, Thos. G.	N., C. & St. L. Ry.		310 Chamber of Commer
McCloskey, Hugh	McCloskey Bros.	Commission	437 Poydras ave., N
McCluney, John H.	State Nat'l Bk. of St. L.		2nd V.-P. Fourth and Locust
McClung, James	Vandalia Line	Contracting Agt.	802 Century Bl
McClure, C. E.	Lake Shore F. F. Line,	Agent	414 Rialto Buildi
McCormack, Edw.			Gay Bl
McCormick, Wm. H.	Bemis Bros. Bag Co.		601 S. Fourth
McCoy, Joseph	St. Louis Printing Co.		220 Pine
McCully, Wm.			
McDonald, John		Contractor	Fort Scott, K
McGehee, Jas. Stewart	W. L. Green Com. Co.		62 Laclede Bl
McGowan, W. A.	Red Line Transit Co.		Sixth and Olive
McGraw, Geo. S.	Geo. D. Barnard & Co.	Blank Books	Laclede & Vandevent
McGroarty, Edw. J.	Mercantile Delivery Co.		317 N. Twelfth
McIntyre, Geo.	Insurance	Agent	220 Union Trust Buildi
McKeen, M. M.	M. M. McKeen & Co.	Butter and Cheese	6 N. Second
McLain, J. T.	McLain-Alcorn Com. Co.		701 N. Third
McMahan, J. H.	J. H. McMahan & Co.	Brokers	201 N. Second
McManama, M. G.			
McMillan, Wm.		Deceased	
McMorrow, P. J.	P. J. McMorrow & Co.	Brokers	215 Chamber of Commer
McNair, L. G.	McNair, Harris Real Estate Co.		722 Chestnut
McNeiley, J. A.	J. A. McNeiley & Son,	Live Stock	Union Stock Ya
McPheeters, T. S.	McPheeters' Wareh. Co.		1104 N. Lev
McRee, W. G.			Union Trust Buildi
McReynolds, Geo. S.	McReynolds & Co.	Grain	Security Buildi
McSorley, B. J.		Broker	215 Chamber of Commer

Name.	Firm.	Business.	Location.
Nagel, Charles	Nagel & Kirby,	Lawyer	Security Building.
Nagle, Richard		Teamster	205 Pine st.
Nanson, Joseph S.	Nanson Commission	Co.	202 Chamber of Commerce.
Napier, Robert C.	Hubbard & Moffitt,	Commission	323 Pine st.
Nash, George	Nash-Smith Tea and Coffee	Co.	918 N. Sixth st.
Nasse, August		Wholesale Grocer	209 N. Second st.
Neale, Charles T.	Victoria Flour Mills,	Millers	Main and Mound sts.
Nedderhut, A.			3003 Lafayette ave.
Nedderhut, C. Otto			3003 Lafayette ave.
Nedderhut, Emil A.			3003 Lafayette ave.
Neilson, H. W.	Campbell Paint & Glass	Co.	Main and Gratiot sts.
Nelson, J. M., Jr.	L. C. Nelson &	J. M. Nelson, Jr.	Equitable Building.
Nelson, L. C.	L. C. Nelson &	J. M. Nelson, Jr.	Equitable Bldg.
Neuhoff, Hector		Lawyer	52 Laclede Blv.
Newell, James P.	Orthwein Inv. Co.,	Stocks & Grain	Security Bldg.
Newell, Joseph T.	Victoria Flour Mills,		Main and Mound sts.
Nichols, R. M.		Lawyer	Bank of Commerce Bldg.
Nichols, Walter	White, West Shore & Nickel	Plate F. F. Lines	414 Rialto Bldg.
Nicholls, Chas. C.	Nicholls-Ritter Realty	Co.	713 Chestnut st.
Nicholson, John	Washburn-Crosby Co.,	Flour	222 Granite Bldg.
Nickerson, John	Nat'l Bk of Commerce,	2d V-Pres't.	Broadway and Olive.
Nicolaus, Henry	Green Tree Brewery Co.,	Superintendent	Ninth and Sidney.
Niedringhaus, Alex.	St. Louis Press Brick	Co.	Equitable Bldg.
Niedringhaus, Thos. K.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niedringhaus, F. G.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niedringhaus, Wm. F.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niedringhaus, Geo. W.	Nat. Enam. & Stmp.	Co., Manufs.	2nd and Cass ave.
Niemann, G. A.	Kohl & Niemann,	Grocer	Venice, Ill.
Niemeyer, Chas. L.	Schultz & Niemeyer,	Commission	Levee and Madison sts.
Niese, Julius	Niese Grocer Co.,	Grocer	27 S. Main st.
Nobbe, Fred	Geo. Henseler Oil Co.		8 S. Main st.
Noble, John W.	Noble & Shields,	Lawyer	614 Rialto Building.
Noel, Henry G.	Noel-Young Bond & Stock	Co., Bankers	304 N. Fourth st.
Noel, Henry M.	Noel-Young Bond & Stock	Co., Banker	304 N. Fourth st.
Nolan, W. T.	C. P. Burr & Co.,	Commission	324 Rialto Building.
Nolker, W. F.	Brinkworth & Nolker	Brew. Co.	302 Wainwright Bldg.
North, Frank M.			Labadie, Mo.
Northrop, Reid	Am. Ref. Trans. Co.,	President	Century Bldg.
Northrop, Sanford	Am. Ref. Trans. Co.,		Century Building.
Noyes, Wm. A.		Insurance	364 Century Bldg.
Nurre, Frank	F. Nurre & Bro.,	Feed	1515 Market st.

Obert, Louis	Louis Obert Brewery,	Brewers	Twelfth and Lynch sts.
Obert, Louis, Jr.	Louis Obert Brewery,	Brewers	Twelfth and Lynch sts.
O'Brien, John	John O'Brien Boiler	Works Co.	11th and Mullanphy sts.
Ocker, Henry W.		Insurance	Century Bldg.
O'Connor, P. J. J.	O'Connor & Co.,	Market Reporter	112 Chestnut st.
O'Connor, P. J. J., Jr.			
Odendahl, F. J.	F. J. Odendahl & Son,	Com.	706 Liv., Lon. & Globe Bld., N. O.
O'Donnell, Hugh	Napoleon Hill Cotton	Co.	116 S. Main st.
O'Donnell, John	Jno. O'Donnell & Bro.,	Contractors	1912 Carr st.
O'Donnell, Patr'k.	Jno. O'Donnell & Bro.,	Contractors	5015 Raymond.
Oehler, Emil	Ill. Hydraul. Press Brick Co.,	Gen. Mgr.	Union Trust Building.
Oetgen, Fred	E. O. Stanard Milling Co.,	Teamster	Main and Dickson sts.
Oetgen, George H.	Broadway Hay &	Grain Co.	2204 N. Broadway.
O'Reilly, Robert J.		Physician	602 N. 17th st.
O'Reilly, Andrew J.	Supervisor City	Lighting	City Hall.
O'Rourke, Jno. J.	Stanton & Lyons,		132 Cham. of Com.
Ort, Ed. S.	Missouri Trust Co.,	President	Seventh and Locust sts.

Name.	Firm.	Business.	Location.
Orthwein, W. J.	C. F. Orthwein's Sons,	Commission	107 N. Third
Orthwein, Chas. C.	C. F. Orthwein's Sons,	Commission	107 N. Third
Orthwein, Ralph H.	Sempire Clock Co.,		1808 N. Sixteenth
Orthwein, W. D.	W. D. Orthwein Grain	Co.	303 Chamber of Commerce
Orthwein, F. C.	W. D. Orthwein Grain	Co.	303 Chamber of Commerce
Orthwein, Edgar T.	W. D. Orthwein Grain	Co.	303 Chamber of Commerce
Orthwein, W. E.	Orthwein Inv. Co.,	Stocks & Grain	Security Bldg.
Orris, Frank E.	Orthwein Investment	Co.	Security Bldg.
Orvis, Otto A.	Bartlett Com. Co.		505 Chamber of Commerce
Ostermayer, Philip		General Store	4419 Washington ave.
Ostermayer, Geo.			8022 N. Broadway
Ott, Wm. F.			
O'Toole, Wm.	John Mullally Com. Co.,		405 Chamber of Commerce
Overall, John H.		Lawyer	122 Laeilde Building
Overstolz, Herman		Foreign Banker	108 N. Broadway
Owings, Zebulon P.	O'Connor & Co.,	Market Reporter	112 Chestnut

Paddock, Galus.	Paddock-Hawley	Iron Co.	Tenth and Spruce s
Panhorst, J. C.	Staunton Milling Co.,		Staunton, I
Parker, Wm. F.	W. F. Parker R. E. Co.		617 Chestnut
Parkhurst, W. A. S.	The N. K. Fairbanks	Co.	1114 S Third
Parle, John J.	Rose & Parle	Brokers.	307 Pine
Parrott, James D.	Parrott-Baxter Grain	Co.	105 Cham. Co
Parry, Geo. F.			4940 Olive
Pasquier, A. G.	A. G. Pasquier & Co.,	Insurance	849 Century Bld
Parsons, Charles	State Nat'l Bk. of St. L.	President	Fourth and Locust s
Paschedag, William		Teamster	3623 St. Louis a
Paule, Edwin J.	D. Paule Mercantile Co.,		7700 Ivory a
Paule, Herman		Feed.	117 Blow
Pechmann, Julius	Pechmann Bros.	Confectioners.	3201 Lucas a
Peck, Stephen	Stephen Peck & Bro.		228 Lincoln Trust Bld
Peck, John A.	Stephen Peck & Bro.	Real Estate	228 Lincoln Trust Bld
Peckham, O. H.	O. H. Peckham Candy	Mfg. Co.	Seventh and Spruce s
Penaloza, Henri De		Broker	204 Security Bld
Pendleton, R. J.	McReynolds & Co.,	Elevator	320 Security Bld
Penningroth, Henry G.	South St. Louis	Nursery	5600 Gravois a
Penny, Joseph L.	Terminal R. R. Assn.	Com'l Agent	120 Rialto Bld
Peper, Christian		Tobacco	727 N. Main
Perrin, John D.	Fyffe Bros. & Co.,	Grain	58 Gay Buildin
Peters, F. W.	Peters Dry Goods Co.,		2604 N. Fourteenth
Petri, T. F.	Thos. Akin,	Com.	203 Chamber of Commerce
Petri, Arthur C.			211 Chamber of Commerce
Petring, Geo. H.	Henry Petring Groc. Co.,	Wholesale Grocers	721 Spruce
Pettker, Henry		Grocer	2300 Cass a
Peugnet, Ernest	Peugnet & Hemenway,	Insurance Agent	302 Century Bld
Pfeffer, E. S.	Pfeffer Milling Co.		Lebanon, I
Phelps, H. W.			3758 Westminster Pla
Phillips, R. F.	R. F. Phillips & Co.,	Cotton Brokers.	115 Walnut
Phinney, H. R.	Chas. Phinney Co.,	Whol. Grocers.	305 W. 2d st., Alton, I
Picher, O. H.	Picher Lead Co.,		Joplin, M
Picher, W. H.	Picher Lead Co.,		Joplin, M
Picker, Erich	Picker & Beardsley,	Commission	118 N. Main
Pickel, W.	Pickel Marble & Granite Co.,		1901 N. Broadway
Pierce, H. C.	Waters Pierce Oil Co.,	Oils	Odd Fellows Building
Pierce, Wm. B.	Alton Roller Milling Co.,		Alton, I
Pindell, Wm. H.	Pindell Bros. & Co.,	Millers	Hannibal, M
Pingree, Samuel S.	F. C. Taylor & Co.,	Commission	204 N. Main
Pittman, Trabue		Solicitor	309 N. Third
Plant, Alfred	Plant Seed Co.,	Seeds	814 N. Fourth
Plant, F. S.	Plant Seed Co.,	Seeds	814 N. Fourth
Plant, George H.	Geo. P. Plant Mill. Co.,	President	502 Chamber of Co

Name.	Firm.	Business.	Location.
Plant, Samuel.....	Geo. P. Plant Mill Co.,	.....	502 Chamber of Commerce.
Platt, P. C.....	Platt & Thornburgh Paint Co.	.....	Seventh and Franklin ave.
Platt, Chas. R.....	Platt & Thornburgh Paint Co.	.....	620 Franklin ave.
Poland, A. A.....	Ontario Despatch. Agent	.....	102 N. Fourth st.
Pomerooy, E. A.....	.....	.....	4023 Castleman ave.
Pommer, Robert.....	D. I. Bushnell & Co.,	.....	109 N. Second st.
Poole, Henry S.....	Calumet Grain & Elev. Co.	.....	116 N. Fourth st.
Pope, Edmund O.....	Jones-Pope Produce Co.	.....	317 N. Fourth st.
Pope, Wm. S.....	.....	.....	3625 Lindell ave.
Pope, John J.....	Siemers & Chisholm,	.....	300 Chamber of Commerce.
Pope, Chas.....	Chas. Pope Glucose Co.,	.....	Chicago, Ill.
Porteous, W. M.....	Can. Pac. Despatch, Agent	.....	125 Chamber of Commerce.
Porter, John C.....	Hope Mining Co.,	.....	77 Laoclede Building.
Post, Lewis W.....	Blackmer & Post,	.....	Sewer-Pipe Co. Sixth & Locust sts.
Postel, Julius.....	Postel Milling Co.,	.....	Mascoutah, Ill.
Postel, George.....	P. H. Postel Mill. Co.,	.....	Mascoutah, Ill.
Postel, Philip H., Jr.....	.....	.....	.....
Potter, Henry S.....	St. Louis Hay Exch.,	.....	720 S. Theresa ave.
Powell, D. R.....	Carroll & Powell Insurance Co.	.....	115 N. Third st.
Powell, George F.....	Connor Bros.,	.....	Commission Gay Building.
Powell, Willis J.....	Shaeffer Bro. & Powell,	.....	Mfrs. Soap, Candles, etc. 325 N. 2nd st.
Powell, Willis J., Jr.....	.....	.....	3108 Morgan st.
Powell, W. W.....	Hubbard & Moffitt Com. Co.	.....	322 Pine st.
Powers, Wm. F.....	Geo. P. Plant Mill Co.,	.....	Main st. and Chouteau ave.
Prante, C. F.....	Prante & Meyer,	.....	Hay and Grain. 214 Lesperence st.
Price, J. Boyle.....	St. Louis Transit Co.	.....	3869 Park ave.
Price, Thos. E.....	T. E. Price & Co.,	.....	Commission. 205 N. Third st.
Price, Burtis.....	.....	.....	Commission. 205 N. Third st.
Priesmeyer, W. H.....	.....	.....	Salt. 1003 Carr st.
Pritchett, John.....	West St. Louis Feed Co.	.....	6760 Manchester ave.
Prunty Chas. E.....	.....	.....	Grain and Grass Seed. 1 S. Main st.
Puff, Fred.....	Brosseau & Co.,	.....	111 N. Third st.
Putnam, Lyman W.....	Terminal R. R.	.....	Assn..... 120 Rialto Building.

Quesnel, Chas. J.....	Chris. Sharp Com. Co.,	.....	202 N. Main st.
Quinlivan, Sol. J.....	Sol. J. Quinlivan & Sons,	.....	Grain and Produce. 4469 W. Belle Pl.
Quinlivan, Jno. R.....	Sol J. Quinlivan & Son	.....	800 Theresa ave.
Quinette, Oliver.....	Sam'l Cupples	.....	Woodenware Co. 7th & Spruce sts.

Rae, Wm. J.....	Jno. E. Hall Com. Co.	.....	418 Chamber of Commerce.
Ramsay, W. A.....	Union Stock Yards,	.....	Sec'y & Treas. Foot of Breman ave.
Randall, B. F.....	.....	.....	Cotton. 311 Chestnut st.
Ranken, Robert.....	.....	.....	Real Estate. 1516 Locust st.
Rassfeld, A.....	A. Rassfeld & Co.,	.....	Wholesale Liquors. 222 Market st.
Rassieur, Leo.....	.....	.....	Attorney. 406 Market st.
Rauh, Chas. H.....	Rice, Stix & Co.,	.....	Dry Goods. 10th st. & Washington av.
Rawlings, E. W.....	Alzheimer & Rawlings,	.....	Bonds and Stocks. 215 N. Fourth st.
Reardon, James A.....	.....	.....	.....
Rebstock, Charles.....	Chas. Rebstock & Co.,	.....	Wholesale Liquors. 200 S. Main st.
Redemeyer, W. H. Jr.....	Redemeyer & Regel,	.....	Hollister Com. Co. 1107 N. Third st.
Regel, Charles.....	Regel Flour Co.	.....	833 N. Third st.
Rehbein, Albert A.....	H. A. Rehbein & Co.,	.....	Commission. 105 N. Main st.
Reller, August F.....	A. F. Reller & Son,	.....	Groceries and Feed. 3538 N. Broadw'y
Reno, John B.....	Peerless Milling Co.	.....	3505 Gratiot st.
Reynolds, Alfred C.....	.....	.....	Commission. 510 Houser Bldg.
Rhodes, George S.....	.....	.....	Teamster. 602 N. Fourth st.

Name.	Firm.	Business.	Location.
Rice, Thomas A.....	Rice-Dwyer Real	Est. Co.....	822 Chestnut st
Rice, E. P.....	Andrews, Rice & Co.,	Real Estate.....	906 Chestnut st
Rich, Morris.....	Rich Construction Co.	.....	Roe Building
Richardson, Arthur P.....	Richardson Com.	Co.....	52 Gay Building
Richeson, Thomas.....	Evans & Howard	Fire Brick Co.....	920 Market st
Richmond, Manley G.....	Shaw & Richmond	Produce Co.....	829 N. Third st
Richmond, Robt. G.....	R. G. Dun & Co.	.....	814 Pine st
Richter, Gustav.....	Piggott Store Co.,	.....	Piggott, Ark., and Rialto Bldg
Ring, John.....	.....	Provision Broker.....	106 Gay Building
Ring, John, Jr.....	John Ring,	Provisions.....	106 Gay Building
Ring, Vincent P.....	Christy Fire Clay Co.	.....	8 Laclede Building
Rippe, Charles.....	Chas. Rippe Tent & Duck	Co.....	19 S. Fourth st
Robbins, James Monroe.....	.....	Farmer.....	New Madrid, Mo
Roberts, Geo. N.....	Bemis Bros. Bag Co.	.....	601 S. Fourth st
Robertson, J. K.....	.....	Farmer.....	2023 Olive st
Robinson, Geo.....	Marcus Bernheimer Milling & Merc. Co.	.....	208 N. Fourth st
Robinson, George R.....	.....	Deceased.....	.....
Robinson, Francis Lee.....	Missouri Forage	Supply Co.....	426 So. Theresa ave
Robinson, Geo. R., Jr.....	Robinson, Danforth & Co.,	Milling.....	8th and Gratiot st
Robyn, Paul.....	Roeslein & Robyn,	Insurance.....	801 Century Bldg
Roeder, Fred'k J.....	Miller Bros. & Co.,	Commission.....	932 N. Third st
Roeder, Charles.....	Chas. Roeder & Co.,	Butter and Cheese.....	821 N. Third st
Roederer, E. L.....	Nickel Plate F. F. Line,	Cont. Agent.....	414 Rialto Building
Roederer, F. X.....	Terminal R. R. Assn.,	Agent.....	Eleventh and Poplar st
Roemheld, Wm.....	.....	.....	1181 Morrison ave
Roennigke, Fred.....	Parrott-Baxter Grain	Co.....	106 Chamber of Commerce
Roever, John C.....	Jno. C. Roever & Co.,	Feed.....	4101 Natural Bridge Road
Rogers, Albert Jackson.....	Rogers Salt Co.	.....	220 Pine st
Rooke, Wm. A.....	Logan & Bryan,	Broker.....	210 Chamber of Commerce
Roos, Sol.....	American Metal Co., Limited.	.....	904 Security Building
Roper, John S.....	Grafton Quarry Co.	.....	415 Locust st
Rose, Hugh C.....	Rose & Parle,	Brokers.....	307 Pine st
Rosenberg, G.....	.....	Cotton.....	26 S. Commercial st
Ross, Jacob.....	Mound City Distilling	Co.....	2118 S. Second st
Rotet, W. H.....	Fulton Bag and Burlap Co.	.....	612 S. Seventh st
Rotty, E. J.....	E. J. Rotty & Co.,	Feed.....	Seventh st. and Russell ave
Rowe, B. J.....	Illinois Central R. R.,	Commercial Agt.....	308 N. Broadway
Rowell, Clinton.....	.....	Lawyer.....	814 Rialto Building
Rowland, D. P.....	.....	.....	4400 W. Bell plac
Rump, Aug.....	Mer. Ex. Bd. Flour Insp.,	Flour Inspector.....	129 Market st
Rump, Herman A.....	P. P. Williams	Grain Co.....	406 Cham. of Com
Rumsey, Moses.....	L. M. Rumsey Mfg. Co.,	.....	810 N. Second st
Ruprecht, Jos.....	Missouri Express Co.,	Exp. and Mess.....	218 Morgan st
Ruprecht, W.....	W. & F. Ruprecht,	Gen'l Contractors.....	6731 S. Broadwa
Rutter, Bernard.....	Rutter Bros.	.....	St. Libory, Ill
Ruxton, Robert.....	Ruxton & Co.,	Grain.....	Miami, Mo
Ryan, M. J.....	Silver Creek Mining Co.,	Pres. & Treas.....	419 Commercial Bldg
Ryan, John F.....	.....	.....	418 Cham. of Com
Ryan, Frank K.....	.....	Lawyer.....	506 Olive st
Ryan, Wm. H.....	Gallaher, Limited,	Leaf Tobacco.....	Henderson, Ky
Ryan, Wm. F.....	.....	.....	Chamber of Commerce
Saeger, Wm.....	.....	Feed Store.....	2919 N. Broadway
Sale, S. B.....	Sale Commission Co.	.....	2610 Park ave
Sampson, C. H.....	Nonotuck Silk Co.	.....	Tenth and St. Charles st
Samuel, Aderton.....	W. D. Orthwein Grain	Co.....	302 Cham. of Com
Samuel, Web. M.....	United Elev. & Grain	Co., Supt.....	516 Cham. of Com
Samuel, Ed. M.....	Adams & Samuel,	Com.....	100 Rialto Bldg., Chicago
Samuel, Wm. P.....	.....	.....	City Hall
Sander, Enno.....	Enno Sander Mineral	Water Co.....	125 S. Eleventh s

Name.	Firm.	Business.	Location.
Sander, Albert E.		Grocer and Feed.	3772 S. Broadway.
Sands, James T.			510 Pine st.
Sanford, J. W.	Jno. H. Wren & Co.,		218 Chamber of Commerce.
Sartorius, Peter.	Sartorius Prov. Co.,		2784 Arsenal st.
Sauer, Nicholas	Sauer	Milling Co	Evansville, Ill.
Sauer, Philip E.	Sauer Milling Co.		Evansville, Ill.
Saunders, Parker.		Broker.	Gay Building.
Sayers, Geo. N.		Provisions.	116 N. Fourth st.
Sayers, Henry	Henry Sayers & Co.,		412 Cham. Com.
Saylor, H. N.	H. N. Saylor Cooperage Co.,	Staves and Heading.	107 S. 16th st.
Schaeffer, Geo.	Schaeffer Bros. & Powell,	Soap and Candles.	325 N. Second st.
Schaeffer, Jacob.	Schaeffer Bros. & Powell,	Soap and Candles.	325 N. Second st.
Scharff, L.	L. & A. Scharff,	Liquor.	15 S. Second st.
Scharff, M.		Flour.	1440 N. Broadway.
Scharff, Nicholas.	Nicholas Scharff &	Sons Grocer Co	704 N. Second st.
Scharff, Adolph.	L. & A. Scharff,	Liquors.	15 S. Second st.
Scharff, Edward E.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, Sidney N.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharringhausen, W. C.	Fred. Diekmann	Feed Co., Feed.	2318 S. Broadway.
Schawacker, C.		Livery.	414 S. Third st.
Scheitlin, Chas.	Hilmer, Scheitlin Com.	Co.	824 N. Third st.
Schenkel, Henry.	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaflay, August.	State Bank of Carlyle,	Cashier.	Carlyle, Ill.
Schlueter, Fritz.		Teamster.	816 Montgomery st.
Schmidt, O. M.	O. M. Schmidt & Co.,	Groc. and Com.	117 N. Second st.
Schmidt, E. H.			1211 Morrison ave.
Schmitt, Henry.	Hope Mut. Ins. Co.,	Secretary.	Granite Bldg.
Schmith, Albert L.	Kehlor Milling Co.		Kansas City, Mo.
Schnell, J. R.			Harrisonville, Mo.
Schoen, Isaac A.			120 N. Main st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	1440 N. Main st.
Schoening, Edw. F.	Columbia Star Milling	Co.	Columbia, Ill.
Schoellmeyer, Christian.	Hassendeubel Bro.,	& Co., Commission.	2nd & Chestnut.
Schopp, Jacob.	Jacob Schopp & Bro.,	Produce Co.	721 N. Third st.
Schopp, Conrad.	Conrad Schopp & Co.,		Third and Wash st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Commission.	118 Vine st.
Schorr, Jacob B.	C. G. Stifel Brew. Co.,		1911 N. Fourteenth st.
Schreiner, Francis L.	Schreiner-Flack	Grain Co.	116 N. Fourth st.
Schreiner, Jacob.	Schreiner-Flack Grain	Co., Commission.	116 N. Fourth st.
Schroth, Peter A.		Insurance.	944 Century Bldg.
Schuetz, John G.		Wine Grower.	Stratmann, Mo.
Schuelte, Henry E.	G. J. Schuelte & Co.,	Commission.	507 Cham. of Com.
Schuelte, John J.	Geo. J. Schuelte & Co.,	Commission.	507 Cham. of Com.
Schultz, Henry.	Schultz & Niemeyer,	Commission.	Levee and Madison sts.
Schultz, Chas. O.	C. F. Orthwein's Sons,	Commission.	107 N. Third st.
Schulz, John, Jr.	Schulz Bros.,	Feed.	Webster Groves, Mo.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schulze, Chas. H.	Schulze Bros.,		116 N. Main st.
Schurmann, Henry	Hanover-Star	Milling Co	Germantown, Ill.
Schweickardt, Chas.	Schweickart & Halle,	Caterers.	Forest Park.
Schwidde Henry		Feed.	2515 N. Fourteenth st.
Scott, Robt. E.		Broker.	322 Pine st.
Scott, W. S.	Mo. and Ill. Coal Co.		805 Mermod-Jaccard Bldg.
Scruggs, C. O.	Scruggs-McClure Coal	Co.	506 Union Trust Building.
Scruggs, R. M.	Scruggs, Vandervoort &	Barney D. G. Co.,	Broadway & Locust.
Scudder, Charles.			3524 Washington ave.
Scudder, John A.			604 Security Building.
Scudder, W. A.	Scudder-Gale Grocer Co.		714 Spruce st.
Scullin, John.	Wiggins Ferry Co.,	President.	915 Security Building.
Sears, W. H.	Jno. Jackson Inv. Co.,	Secretary.	51 Gay Bldg.
Sears, Gilbert.	Advance Elevator,	Superintendent.	400 Cham. of Com.
Sebastian, Henry W.	Miss. Val. Elev. &	Grain Co.	Madison st. and Levee.
Seels, F. W.	P. P. Williams Grain Co.,	Commission.	408 Cham. of Com.
Sehlinger, Anton.	Sehlinger Grain Co.,		Belleville, Ill.
Sellers, John M.		Roofer.	317 Wainwright Building.

Name.	Firm.	Business.	Location.
Sellner, A. C.	Steinwender & Sellner,	Liquors.	117 S. Broadway.
Senter, Charles Parsons.	Senter Com.	Co.	26 S. Third st.
Senter, John A.	Senter Commission Co.		Third and Walnut sta.
Seasinghaus, T. W.	Union Refrigerator	Transit Co.	Century Bldg.
Seasinghaus, Wm.			1444 St. Louis ave.
Sexton, Henry D.	H. D. Sexton & Bro.	Real Estate	Sexton Bldg., E. St. L., Ill.
Seybt, Charles H.	Highland Milling Co.		162 Laclede Bldg.
Shapleigh, A. L.	Norvell-Shapleigh Hardware Co.		4th & Washington ave.
Sharp, James.		Provision	4673 Page ave.
Shea, Thos. F.	Plant System		306 Houser Bldg.
Shedd, O. C.	Creve Coeur Lake Ice Co.		Fourteenth and Gratiot sts.
Sheehan, Robt. D.	Rombotis-Sharp	Tailoring Co.	512 Pine st.
Sherry, Josiah E.	Isaacs & Sherry	Grain Co.	213 Cham. of Com.
Shields, George H.	Noble & Shields,	Lawyer.	Rialto Building.
Shirmer, Philip F.			1107 Tyler st.
Shotwell, E. O.			
Sickel, John T.	Sickel Bros., S. S. & Ins.	Agents.	234 LaSalle st., Chicago, Ill.
Siegel, Emil.	Belleville Dist. Co.	Distiller.	Belleville, Ill.
Siemers, Geo. F.	Siemers & Chisholm,	Commission.	300 Cham. of Com.
Sieving, Fred A.	L. Lemcke & Co.	Commission.	322 Pine st.
Sieving, C. H.			3611 Ohio ave.
Simon, Chas. G.	Great Western Feed Co.		818 Manchester ave.
Simmons, E. C.	Simmons Hardware Co.		Ninth and Spruce sts.
Simmons, Wayne G.	St. L. Ref. Co.		Lewis and O'Fallon sts.
Simpkins, Allen T.	Renault Lead Co.		423 Roe Bldg.
Simpson, J. C.	Consolidated Coal Co.	President.	Laclede Building.
Sinclair, Ed. W.		Broker.	108½ N. Eighth st.
Singer, Richard.	Kohn & Co.	Brokers.	Security Building.
Sisson, Wm. A.	R. G. Dun & Co.	Merct. Agency.	Cham. of Com.
Skidmore, T. J.	Erie Despatch,	Agt.	Laclede Bldg.
Skrainka, Fred.	Skrainka Con. Co.	Contractors.	806 Security Building.
Slack, B. L.	Burlington Elevator Co.	Secretary.	64 Laclede Building.
Slade, Chas.		Real Estate.	Brunswick, Mo.
Slaughter, John B.		Insurance.	111 N. Third st.
Slevin, Eugene C.		Lawyer.	Lincoln Trust Bldg.
Sloan, William P.	Hamilton Bank,		McLeansboro, Ills.
Smith, Chas. Hamlin.	Ry. Mail Service,		4544 Morgan st.
Smith, S. Jenks.		Broker.	Chamber of Com.
Smith, Alex. H.			411 Chamber of Com.
Smith, John Van.	Merchants' Dispatch	Trans. Co., Agent	Laclede Bldg.
Smith, F. W.	F. W. Smith Grain Co.		411 Cham. of Com.
Smith, Geo.			3656 Cleveland ave.
Smith, Wm. J.	Geo. P. Plant Milling Co.	Millers.	502 Chamber of Commerce.
Smith, Daniel E.	D. E. Smith & Co.	Commission.	114 N. Fourth st.
Smith, Chas. H.	Surveyor of Customs,		Custom House.
Smith, Breedlove.	The Benton		9th and Pine.
Smith, C. B.	R. G. Dun & Co.	Mercantile Agency.	Cham. of Com.
Smith, James A. Jr.		Coal & Feed.	Grand & Easton aves.
Smith, James Orr.	Smith & Payne,	Brokers.	112 N. Fourth st.
Smith, E. B.	Blue	Line.	202 Railway Exchange.
Smith, Eug. F.	E. F. Smith Grain Co.		Eighteenth and Olive sts.
Smith, C. W.	Smith, Vincent & Co.	Commission.	72 Gay Building.
Smith, Wm. E.	Plant Seed Co.		814 N. Fourth st.
Smithers, John A., Jr.	Smithers & Co.	Undertakers.	1415 Olive st.
Smithers, M. L.	Smithers & Block,	Hay and Grain.	3015 Olive st.
Snow, Lewis E.	Delafield & Snow,	Insurance.	860 Century Bldg.
Snow, W. E.	The N. K. Fairbank Co.		Third and Convent sts.
Snover, W. A.	W. A. Snover Com. Co.		600 Roe Building.
Sparks, H. J.	Gus V. Brecht B. S. Co.		Twelfth st. and Cass ave.
Sparks, Hosea B.	Sparks Milling Co.		Alton, Ill.
Sparks, Charles F.	Sparks Milling Co.		Alton, Ill.
Sparks, Chas.	Simmons Hardware Co.		Broadway and St. Charles st.
Speckart, Charles.		Grain.	Pierron, Ills.
Spelbrink, Louis.		Livery Stable.	1317 Franklin ave.

Name.	Firm.	Business.	Location.
Spencer, A. D.		Farmer.	Sulphur Springs, Mo.
Spencer, Corwin H.			203 Cham. of Com.
Spencer, Harlow B.			203 Cham. of Com.
Spieker, George		Malster.	1542 S. Seventh st.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster.	2414 Menard st.
Stanard, E. O.	E. O. Stanard Milling Co.,	President.	420 Cham. of Com.
Stanard, W. K.	E. O. Stanard Milling Co.,	Vice-President.	420 Cham. of Com.
Stanley, Henry.		Mill Furnishings Co.	919 N. 2nd st.
Stanton, Chas. W.	Stanton & Lyons,	Commission	132 Cham. Com.
Starr, E. E.	Fairbanks, Morse & Co.,	Scales, etc.	302 Washington ave.
Stebbins, L. W.			
Steele, John Gale.	J. G. Steele & Co.,	Sackers, etc.	418 Cham. of Com.
Steele, Joseph W.	Jos. W. Steele & Co.,	Printers.	18 N. Third st.
Steffan, Louis.		Teamster.	3504 Grace ave.
Stegall, J. N.	Allen West Com. Co.,	Commission.	104 S. Main st.
Steigers, D. H.	St. Louis Hide and	Tallow Co.	5145 N. Second st.
Steinmesch, Henry.	Wabash R. R.		Lincoln Trust Building.
Steinwender, Herman A.	Steinwender &	Sellner, Liquors.	117 S. Broadway.
Steinwender, G. A.	Steinwender & Sellner.	Whiskies.	117 S. Broadway.
Stephens, Jefferson.		Grain.	Hotel St. Louis.
Stephens, W. Speed.	Central Nat'l Bank,	Cashier.	Boonville, Mo.
Stevener, John.	J. Stevener & Bro.,	Feed.	1706 Cass ave.
Stewart, Alcee	Alcee Stewart & Co.,	Lumber.	410 Cham. of Com.
Stewart, A. W.	A. W. Stewart & Co.,	Commission	410 Cham. of Com.
Stewart, A. C.	Stewart, Cunningham		
	& Elliott,	Lawyers.	Rialto Building.
Stewart, A. M.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stewart, James C.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stickney, Wm. A.	W. A. Stickney Cigar	Co.	209 N. Fourth st.
Stifel, H. C.	Althelmer & Rawlings	Investment Co.	217 N. Fourth st.
Stifel, Otto Fred'k.	C. G. Stifel Brew. Co.,	Brewing.	14th and Howard sts.
Stock, Philip.	St. Louis Brewing Assn.,	Secretary.	702 Wainwright Bldg.
Stockton, F. W.	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.			710 Julia st.
Stone, Leander.	P. Hauptman & Co.,		513 N. Third st.
Stover, W. D.	Star Union Line,		309 Olive st.
Strain, Arthur R.	Robt. B. Brown Oil Co.,	Oil Manuf'rs.	Rialto Building.
Stratton, Wm.	Lawrenceburg Roller Mills	Co.	Lawrenceburg, Ind.
Stuckmann, Emil.		Drayman.	1720 Elliott ave.
Studniczka, H.			2012 St. Louis ave.
Stuever, Anton C.	Home Brewing Co.,		Miami and Salena sts.
Sublett, Edwin H.	Fuel Oil Distributing	Co., Pres't.	618 Union Trust Bldg.
Sudborough, J. A.	Waters Pierce Oil Co.		Odd Fellows' Building.
Sullivan, T. J.	Sullivan & Miller,		1417 N. Broadway.
Sullivan, Patrick.			701 Washington ave.
Sullivan, F. R.	North Shore Despatch,	Agent.	Sixth and Olive sts.
Summa, Emil.	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses.	M. Summerfield & Co.,	Hides and Wool.	218 N. Main st.
Sutherland, G. G.		Grain.	102 N. Fourth st.
Swingley, W. S.	Hoyt Metal Co.		4143 Clayton rd.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors.	721 Olive st.
Sykes, G. A.	St. Louis Commission Co.,		11 N. Main st.

Taaffe, B. P.		Contractor.	4137 Manchester ave.
Tansey, Geo. J.	St. Louis Transfer Co.,	President.	400 S. Broadway.
Taussig, John J.	J. & J. Taussig,	Brokers.	627 Security Bldg.
Taussig, Jos. S.	J. & J. Taussig,	Brokers.	627 Security Bldg.
Taylor, Wm. H.		Insurance	117 N. Third st.
Taylor, T. Carroll.			114 N. Fourth st.

Name.	Firm.	Business.	Location.
Taylor, Phil. C.	P. C. Taylor & Son,	Commission.	509 Roe Bldg.
Taylor, E. M.		Commission.	508 Cham. of Com.
Taylor, C. H.	F. W. Brockman	Commission Co.	805 N. Third st.
Taylor, J. B.	P. C. Taylor & Son,	Commission.	509 Roe Bldg.
Taylor, Joseph C.	Geo. Taylor Com. Co.		24 S. Main st.
Teasdale, Thos. B.	J. H. Teasdale Com.	Co.	102 N. Fourth st.
Teasdale, J. Waller.	J. H. Teasdale Com.	Co.	102 N. Fourth st.
Teasdale, J. W.	J. W. Teasdale & Co.,	Dried Fruits & Com.	7th & Poplar sta.
Teasdale, A. S.			825 N. Fourth st.
Teasdale, Geo. W.	J. W. Teasdale & Co.,	Dried Fruits.	7th & Poplar sta.
Teasdale, C. H.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.,	Dried Fruit.	7th & Poplar sta.
Teasdale, J. E.	Century Hay & Grain Co.		415 Railway Exchange Bldg.
Teasdale, Everett P.	Miller & Teasdale Co.,	Commission.	825 N. Fourth st.
Tebbetts, L. B.	Mansur-Tebbetts Imp. Co.,	Farm Machinery.	10th & Spruce sta.
Teichmann, Wm. C.		City Chemist.	1141 Market st.
Teichmann, Chas. H.	Teichmann Com. Co.,	Commission.	62 Gay Building.
Teichmann, Otto L.	Teichmann Com. Co.,	Commission.	62 Gay Building.
Telthorst, Herman.		Flour and Feed.	7501 S. Broadway.
Temple, Harry.		Bookkeeper.	412 Washington ave.
Temple, Joseph.	Adams Express Co.,	Agent.	407 N. Fourth st.
Templeman, W. J.	Templeman & Co.,	Produce.	960 N. Third st.
TenBroek, Gerrit H.	TenBroek, Spooner &	Walsh, Attys.	218 N. Seventh st.
Tepe, Carl H. A.	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William.		Feed.	2725 Laclede ave.
Terry, Albert T.	John H. Terry & Sons,	Real Estate.	621 Chestnut st.
Teason, George B.	Nanson Com. Co.		202 Chamber of Commerce.
Teuscher, T. S.	T. S. Teuscher Com. Co.,	Liquors.	320 N. Third st.
Tevis, Hupp.	Tevis Com. Co.		116 N. Main st.
Thacher, Arthur.	Central Lead Co.,		510 Pine st.
Thaw, Charlie.	C. Thaw & Co.,	Life Ins. Agent.	Bk. Com. Bldg.
Thompson, A. L.	Cavender & Thompson,	Real Estate.	716 Chestnut st.
Thompson, Wm. H.	Nat. Bank of Com.,	President.	Broadway and Olive st.
Thompson, E. F.	G. A. Benton & Co.,	Grain.	829 N. Third st.
Thompson, C. McClung.	C. L. Thompson &	Son, Insurance.	222 Pine st.
Thompson, Joseph B.			4225 McPherson ave.
Thomson, A.	Western Iron & Supply Co.,		938 N. Second st.
Thomson, Lewis W.		Commission.	417 Olive st.
Thomson, Wm. H.	Boatmen's Sav. Bank,	Cashier.	Fourth and Washington av.
Thomson, M. D.	Thomson & Cooke	Cheese Co.	318 N. Second st.
Thyson, John.	Venice Elevator,		215 Chamber of Commerce.
Tice, Vilray.	Forrester Bros.,	Commission.	70 Gay Bldg.
Tiedemann, Geo. W.	Chas. Tiedemann	Mfg. Co.	O'Fallon, Ill.
Tilton, Edgar D.	E. O. Stanard Milling	Co.	420 Chamber of Commerce.
Timmerman, G. H.	St. L. Iron & Machine	Works.	Second and Chouteau ave.
Tinker, Z. W.	Columbia Brewing Co.		Twentieth and Madison sta.
Tittmann, Harold H.	St. L. Cooperage	Co.	Main and Arsenal sta.
Todd, Henry R.	Burlington Route,	Gen'l. Agent	502 Olive st.
Tontrup, Louis H.	Papin & Tontrup,	Real Estate.	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap.	3833 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer.	15 N. Sixth st.
Trask, Isaac B.	Trask Fish Co.,	President.	510 N. Second st.
Trask, Walter B.	Trask Fish Co.,		510 N. Second st.
Traunmiller, Joseph.	Excelsior Brew. Co.,		5 S. Seventeenth st.
Trauernicht, F. C.	Trauernicht & Shanks	Com. Co.	326 N. Third st.
Triplett, John R.		Insurance.	944 Century Building.
Tucker, Chas. T.		Grain.	324 Lincoln Trust Bldg.
Tumbach, C.	McCullough & Tumbach,	Commission.	719 N. Third st.
Tune, Lewis T.	The Bradstreet Co.		Security Building.
Tunstall, R. C.	St. Louis Hay Exch.,	Vice-Pres.	602 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.,	Secretary.	602 Theresa ave.
Turner, Chas. H.	Chas. H. Turner & Co.,	Real Estate.	Wainwright Bldg.
Tutt, Dent G.			807 Chestnut st.

Name.	Firm.	Business.	Location.
Twining, C. O.		Hay	Gay Bldg.
Tyler, George	Robert Atkinson & Co.,	Commission	308 N. Main st.

Udell, C. E.	C. E. Udell & Co.,	Cheese	410 N. Second st.
Underwood, Geo. A.	D. E. Smith & Co.,	Flour, etc.	114 N. Fourth st.

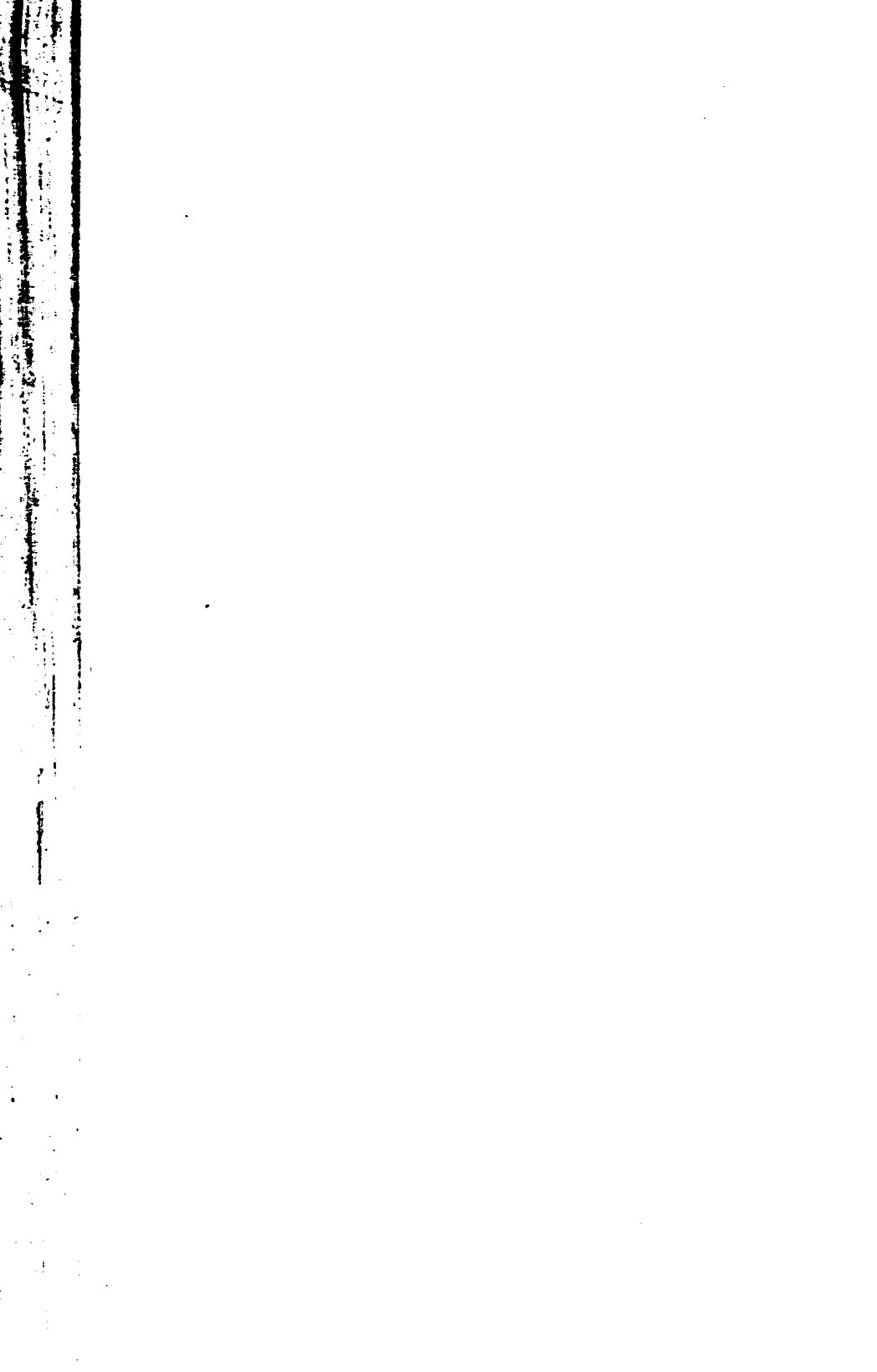
Vahlkamp, Henry	W. J. Lemp Brew. Co.,	Secretary	13th and Cherokee sts.
Valle, John F.	Desloge Con. Lead Co.,	Secretary	110 N. Fourth st.
Valler, Charles	Valler & Spies Milling Co.,		318 Chamber of Commerce.
Valler, Robt. C.	Valler & Spies Mfg. Co.,		318 Chamber of Commerce.
Van Arsdale, E. S.			
Van Blaroom, J. C.	Nat. Bank of Com.,	Vice-Prest.	Broadway and Olive st.
Vaughan, Wm. L.	Vaughan & Carnes,	Real Estate	Linn, Mo.
Veninga, George A.	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.	Smith, Vincent & Co.,	Commission	72 Gay Building.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate	624 Chestnut st.
Vogelsang, L. E.			322 Pine st.
Vogelsang, Henry	Hubbard & Moffitt	Com. Co.	322 Pine st.
Vogelsang, Wm. H.			2218 Sullivan ave.
Von Wedelstaedt, R. Park		Real Estate	Wainwright Building.
Vordtriede, E. Henry		Mining	2019 Sidney st.
Voris, F. D.		Grain and Hay	Neoga, Ill.
Voris, George W.		Grain and Hay	Stewardson, Ill.

Waddock, Frank G	O'Connor & Co.,	Market Reporter	112 Chestnut st.
Wade, Festus J.	Mercantile Trust Co.		Columbia Building.
Wagenmann, Alfred J	Clerk Court of	Criminal Correction	Four Courts.
Waggoner, E. L.	Brinson-Judd Grain Co.,	Commission	208 Cham. of Com.
Wagner, Charles		Pig Lead & Spelter	174 LaClede Bldg.
Wagoner, Geo. C. R.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wagoner, Henry H.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.	John Wahl Com. Co.,	Commission	2 S. Main st.
Wainwright, Ellis	St. L. Brewers' Ass'n.		Wainwright Building.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck	Prov. Co., Provisions,	Montrose ave. and LaSalle st.

Walker, G. H.	G. H. Walker & Co.,	Brokers	310 N. Fourth st.
Walker, R. F.		Attorney at Law	926 Rialto Bldg.
Walker, W. C.		Real Estate	605 Fullerton Bldg.
Wall, Nicholas R.	Wall & Whittemore,	Insurance	208 N. Fourth st.
Walsh, Austin	Catholic Orphan Board,		1808 Locust st.
Walsh, Julius S.	Miss. Valley Trust Co.,	President	201 N. Fourth st.
Walsh, Peter		Teamster	3129 N. Twelfth st.
Walsh, Edward Jr.	Miss. Glass Co.,	President	4100 N. Main st.
Walsh, C. K. D.	Kehlor Bros.,		401 Chamber of Commerce.
Waltke, Louis H.	Wm. Waltke & Co.,	Soap	2nd and Grand ave.
Walton, E. S.		Commission	308 Cham. of Com.
Walton, Farwell			4121 N. Grand ave.
Wangler, Joseph F.	J. F. Wangler B. & S. W. Co.,	President	1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S. W. Co.,	Secretary	1547 N. Ninth st.
Wardrop, Richard	Bernet & Craft,		1440 N. Broadway.
Warren, Thomas	Warren Com. & Investment Co.		200 N. Second st.
Warren, John A.	J. W. Warren & Co.,		Eureka Springs, Ark.
Warwick, R. P.			

Name.	Firm.	Business.	Location.
Washer, S. R.	The S. R. Washer Grain Co.,		Atchison, Kas.
Wasserman, Bennett.	B. Wasserman & Co.,	Stocks and Bonds.	212 N. Fourth st.
Wasson, H. D.		Broker	107 Cham. of Commerce.
Waterworth, Jas. A.	St. Louis Insurance	Surveys, President.	Rialto Building.
Watts, T. G.	T. G. Watts & Son,	Real Estate.	1000 Chestnut st.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Edward	Weber Drayage &	Warehouse Co.	106 N. Second st.
Weber, Henry C.			4472 Lindell ave.
Weil, Jacob P.	Bernard, Baer & Co.,	Produce & Prov.	1418 N. Broadway.
Weil, Aug. J.			11 Broadway, N. Y.
Weil, Henry G.			36 New st., N. Y.
Weinberg, Louis.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Weissenborn, S. A.	S. A. Weissenborn &	Son, Coal.	818 Olive st.
Welch, Ira		Insurance.	812 Century Bldg.
Wells, Rolla	Mayor,		City Hall.
Wenneker, Chas. F.	Wenneker-Morris	Candy Co.	12 S. Third st.
Wernse, Wm. F.	The Wm. F. Wernse Co.,	Bonds & Stocks	Bk of Com. Bldg.
Wernse, H. H.	Wernse & Dieckman,	Brokers.	317 N. Fourth st.
Werth, John E.	Werth's Insurance	Agency	315 Chestnut st.
Werth, G. L.	Werth's Insurance	Agency	315 Chestnut st.
Wertheimer, J. J.	Wertheimer-Swarts	Shoe Co.	10th and Washington ave.
Westcott, W. B.	Westcott Com. Co.,	Commission	827 N. Third st.
Westcott, W. F.	Westcott Com. Co.,		827 N. Third st.
West, Courtney H.	Moffitt-West Drug	Co.	617 N. Fourth st.
West, Thomas H.	St. Louis Trust Co.,	President.	Fourth and Locust sts.
Wetzel, Frederick L.	Dozier Bakery.		Sixteenth and Morgan sts.
Wheeler, Jas. L.			
Whitaker, Edwards.	Whitaker & Co.,	Brokers.	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap	Co.	612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	Agent.	402 Houser Bldg.
Whitehead, S. A.	Nanson Commission	Co.	202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance.	Rialto Building.
Whitelaw, Geo. P.			718 Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis I. &	T. Co.	Security Building.
Whitmore, Daniel R.	Merchants' Exch.,	Ass't Secretary	Third and Pine sts.
Whitmore, H. R.	Merchants' Exchange,	Asst. Secretary	Third and Pine sts.
Whittemore, F. C.	Wall & Whittemore,	Insurance.	208 N. Fourth st.
Wickham, E. F.	Universal Acct. Co.,		2019 Lucas ave.
Wieder, Moses L.	Wieder Paint Co.,		1601 N. Broadway.
Wiedmer, W. H.	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, Fred.	Gratiot Street Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse,		214 Chamber of Commerce.
Wiener, I. M.	Wiener Bros.,	Brokers.	Wainwright Building.
Wiener, Adolph.		Real Estate.	Wainwright Building.
Wilkinson, W. R.	Wilkinson, Hogenmiller	Com. Co.	212 N. Main st.
Wilkins, W. T.	Senter Commission Co.		Third and Walnut sts.
Willard, C. A.			
Willard, Wm. G.		Manufacturer.	619 N. Fourth st.
Williams, Elmer V.	Wm. Johnston & Co.,	Ship Agents	208 Railway Ex. Bldg.
Williams, P. P.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Williamson, W. H.	Staunton Milling Co.		Staunton, Ill.
Willcock, R. S.	L. & N. R. R.,	Contracting Agt.	206 N. Broadway.
Willson, Chas. A.	Barron & Wilson,	Grain Samplers.	422 Rialto Bldg.
Winkelmeyer, Christoph'r.	Internat. Bank,	President.	4th & Chestnut sts.
Wirthlin, R. L.	Southern Coop. Co.,		110 Victor st.
Wiseman, Arthur A.	M. F. Hughes & Co.,	Broker	225 4th ave., Pittsburg, Pa.
Wissmath, Chas., Jr.	C. Wissmath & Son	Pork Packing Co.	1118 N. 12th st.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed.	806 Chamber of Com.
Woeffle, Matt.	Baur Flour Co.,	Salesman	807 N. Second st.
Woerheide, A. A. B.	Lincoln Trust Co.,	Sec'y and Treas.	710 Chestnut st.
Wolf, John.		Hay and Grain	507 S. Fourteenth st.
Wolfenden, C. F.	A. A. Paton & Co.,	Cotton.	215 Elm st., Dallas, Tex.

Name.	Firm.	Business.	Location.
iff, Julius R.	Peterson Com. Co.,		709 Carroll st.
lgast, Louis		Feed	2187 Gravois ave
lbrinck, Henry	St. L. D. Beef and Pro. Co.		3919 Papin st.
ltman, G.			808 Security Building.
nderly, Peter		Coal	1715 Carrst.
odlock, Frank D.	F. D. Woodlock & Co.,	Commission	111 N. Third st.
od, F. C.	A. N. Kellogg Newspaper Co.		224 Walnut st.
od, H.	Union Dairy Co.,	Dairyman	Jeff. & Washington aves
ods, W. K.	Robinson, Danforth Co.		Eight and Gratiot sts
ods, J. P.	C. P. Burr & Co.		324 Rialto Building.
odson, Ashby	Chas. F. Orthwein's	Sons	Kansas City, Mo.
odward, W. H.	Woodward & Tiernan	Ptg. Co.	309 N. Third st.
olley, Edgar M.	Conn. Mut. Life Ins. Co.		Chemical Building.
oster, R. L.	Dayton-Wooster Grain Co.		416 Chamber of Commerce.
ulfe, F. J.	Lehigh Valley R. R.,	Agent	504 Houser Bldg.
ape, Henry	The Hy. Wrape Co.,	Staves and Headings	509 Chestnut st.
ight, Joseph P.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
ight, Frank L.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
ight, Geo. M.	Wm. Barr Dry Goods Co.		Sixth and Olive sts.
ight, J. L.	Wright Grain Co.		418 Chamber of Commerce.
ight, Wm. H.	Wright Grain Co.		418 Cham. Com.
isberg, Wm. C.		Mining	411 Olive st.
ize, Wm. H.	Camp Spring Mill Co.,	Millers	503 Chamber of Commerce.
nderlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.	814 Monroe st.
man, Henry P.	St. L. & Miss. Val. Tr.	Co., Secretary	Main and Walnut st.
ger, Wm.		Grocer	2800 Manchester ave.
ing, Edw. H.	Eaton, McClellan & Co.		19 N. Main st.
ing, Robert S.	Funsten Bros. & Co.	Commission	109 N. Main st.
ing, D. W.	Standard Commission Co		105 Cham. of Com.
ing, F. N.	D. R. Francis & Bro. Com.	Co.	214 N. Fourth st.
e, Bert D.	Bert D. Yule & Co.,	Grain	34 Gay Bldg.
e, F. E.	Zelle Bros. Prov. & Com. Co.,	Prov. and Com.	702 N. Third st.
k, Philip John	Bernet, Craft & Zenk,	Millers	Troy, Ill.
old, Geo. W.	Waterloo Milling Co.		Waterloo, Ills.
enheim, Henry	Lafayette Bank,	President	Broadway and Park av.
held, Joseph.	Zirnheld-Glosemeyer	Flour Co.	Second and Walnut sts.



INDEX.

Apples.....	226
Agricultural Implements.....	52
Ale.....	226
Barley.....	147
Bank Statement.....	41
Bran.....	168
Bridge Traffic.....	89
Beans.....	226
Butter.....	228
Building Statistics.....	76
Bagging.....	210
Board of Directors, Report of.....	9
" Resolutions.....	15
Beer.....	84 and 140-226
Breweries.....	84
Beef, Dressed.....	188
Beef, Canned.....	189
Boots and Shoes.....	53 and 226
Barbed Wire.....	226
Bradstreet's.....	152
Bromhall.....	152
Boats and Barges.....	94
Cheese.....	228
Coal and Coke.....	78 and 92
Clearing-House Statement.....	48
Custom-House Transactions.....	82
Corn.....	188 and 144-178
Corn Meal.....	162-178
Comparative Business.....	124
Crop Conditions.....	184
Crop Wheat.....	188
Crop Reports for several years.....	181
Crop of the World—Wheat.....	185
Crops of Missouri.....	175
Crops, Average Condition.....	184
Cotton.....	118
Committees for 1902.....	7
Committees for 1901.....	5
Cattle.....	199
Coffee.....	58
Candles.....	226
Cement.....	226
Cordage and Rope.....	226
Castor Beans.....	226
Climate.....	50
Candies.....	220
Cotton Seed Meal.....	226
Chemicals.....	84
Clothing.....	33
Cigars.....	209
Cars—Railroad and Street.....	84
Cotton Ties.....	210
Dried Fruit.....	221
Drugs.....	84
Dry Goods.....	82
Elevators, capacity and rates.....	125-126
Eggs.....	228
Exports from U. S. by Classes.....	174
Flour and Grain, total movement.....	119
Flour and Grain, monthly receipts and shipments.....	141
Foreign Commerce.....	53
Foreign Grain and Flour Trade.....	107
Flour and Grain, total receipts and shipments for 20 years.....	142

Flour, Review.....	127
" receipts by crop years.....	181
" monthly rec'ts and ship.....	181
" exports from the U. S.....	182
" receipts at various cities.....	182
" weekly prices.....	185
" amount manufactured.....	189
" amount manufactured in various cities.....	188
" sources of supply and direction of shipments.....	181
" stocks in store.....	180
" report of Board of Flour Inspectors.....	188
" foreign shipments.....	124
Fire Record.....	76
Fish.....	226
Foreign Trade.....	107
Flax Seed.....	222
Fertilizers.....	226
Financial Review.....	41
Foreign Shipments.....	108
Freights to New Orleans by river.....	105
Memphis and Vicksburg by river.....	105
" all rail eastward.....	98
" from St. L. to Liverpool via New Orleans.....	111
" from St. L. to Liverpool via New York.....	111 and 112
" to Southern cities by rail.....	98
Furniture.....	62
Ferries.....	86
Fruits.....	224
Glass Ware.....	84
Glucose.....	59
General Trade and Progress.....	31
Groceries.....	57
Grain Inspection.....	164-165
" receipts and shipments for a series of years.....	142
" stocks in store at close of each week.....	166-172
" shipments by barges to N. O.....	108
" foreign shipments from N. O.....	110
" foreign shpm'ts f'm Galv'tn.....	110
" monthly rec'ts and shpm'ts.....	141
" Review.....	188
" receipts by crop years.....	160
" exports from U. S.....	109-160
" daily prices.....	148-159
" visible supply.....	172
" receipts at various cities.....	174
" Wheat.....	187-161
" Corn.....	188
" Oats.....	189
" Barley.....	141
" Rye.....	140
" stocks in public elevators.....	172
" stocks in private elevators.....	172
" receipts at 7 Atlantic ports.....	174
" highest and lowest futures.....	161
" earliest crop receipts.....	161
" Missouri Crops.....	176
Hats and Caps.....	88
Highwines and Whiskey.....	211
Hominy and Grits.....	162
Hides.....	216

INDEX.

Hogs.....	200
Hay	217
Horses and Mules.....	202
Hops	226
Hardware.....	83
Harvest time of the world.....	181
Import Duties on Wheat.....	180
Imports and exports of the United States, value.....	86
Internal Revenue, collections.....	85
Iron and Steel.....	83-226
Inspectors, 1902.....	7
Inspectors, 1901.....	5
Latin-American Trade.....	63
Live Stock.....	190-205
Live Stock, weekly prices.....	206
Lumber.....	54
Lead	72-218
Leather.....	216
Louisiana Purchase Centennial ..	85
Molasses.....	59
Malt.....	226
Members of the Exchange, 1901. (Appendix.....)	264
Members of Exchange dec'd 1901...	80-81
Meteorological tables.....	168
Millstuffs.....	69
Municipal Affairs.....	72
Mining Industries of Missouri.....	45
Manufacturing Industries.....	226
Nails	212
Naval Stores.....	2
Officers of the Exchange since its organization.....	3
Officers of the Exchange for 1901..	4
Officers of the Exchange for 1902..	226
Onions	226
Oils	226
Oranges and Lemons.....	226
Ore, Iron.....	226
Ore, Zinc.....	162
Oat Meal.....	226
Oil Cake.....	189-145
Oats	53-58
Paints and Oils.....	226
Potatoes.....	74
Population of St. Louis.....	187 to 196
Provisions and Packing.....	197
Provisions, Exports from U. S.....	198
Provisions, Weekly Prices.....	84
Post-Office Statistics.....	226
Pig Iron.....	216
Petries and Furs.....	224
Produce.....	31
Review	120
Receipts from January 1 to close of each week.....	47
Real Estate	140-146
Rye.....	227-287
Receipts, monthly totals.....	245-255
Rec's by each river and railroad.....	81
Rainfall.....	

Rye Flour.....	163
Real Estate and Personal Property	74
Rosin.....	212
Railroad Iron.....	226
Rail Transportation	87
Rice.....	59
River Statistics.....	94
River commerce of St. Louis.....	94
Accidents on Western Rivers.....	104
Arrivals and departures of steamers.....	101
List of Steamers	95
Shipments by Southern boats.....	102
Gauge Readings.....	100
Depth of channel, southward.....	97
Shipments by barge lines.....	108
Harbor and Wharf Commission-er's report.....	106
Closed by ice.....	98
Stocks and Investment Securities..	45
Seeds	222
Salt.....	219
Sheep.....	201
Shipments, monthly, totals.....	238-244
Shipments by each R. R. & River	256-263
Shipstuffs.....	168
Sugar	58
Staves.....	226
Soap.....	226
Shipments of leading articles to close of each week.....	122
Stock Yards	205
State Finances.....	71
St. Louis in 1900 and 1901.....	30
Saddlery Hardware	83
Spelter.....	213
Stoves and Ranges.....	83
Tea	60
Transfer Statistics.....	89
Treasurer, report of.....	18-14
Tobacco	84-207
Tonnage, total by each river and read	90
Tar and Pitch.....	212
Turpentine.....	212
Tin.....	226
Transportation—Rail.....	87
Temperature.....	80
Tallow	226
Tax Levy	74
Trust Companies.....	41
Traffic Bureau, Report of.....	27
Vehicles.....	52
Wheat Import Duties.....	180
Wheat.....	137-148-181-179
Wines and Liquors.....	226
Wool.....	215
Whiskies.....	211
White Lead.....	218
Wheat Crop of the World.....	183-185
Weather.....	71
World's Fair, 1903.....	85
Zinc and Spelter.....	72 and 212

ANNUAL STATEMENT
OF THE
Trade and Commerce
OF 117192
SAINT LOUIS,

FOR THE YEAR 1902,

REPORTED TO THE

Merchants' Exchange of St. Louis

BY

GEO. H. MORGAN, SECRETARY.

ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & Co.
1903.

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.		No. Members.
1862	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	735
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1282
1872	R. P. Tansey.	Wm. H. Scudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1368
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1307
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Gaennie.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1260
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1308
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Gaennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3566
1884	D. R. Francis.	John P. Keiser.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Gaennie.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencer.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395
1898	Chris. Sharp.	Henry H. Wernse.	Oscar L. Whitelaw.	2229
1899	Wm. P. Kennett.	Oscar L. Whitelaw.	Daniel E. Smith.	2079
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman.	1975
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.	1872
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.	1832
1903	T. R. Ballard.	Wm. A. Gardner.	Charles H. Huttig.	1831

Secretary and Treasurer.

1862	- - - - -	Clinton B. Fisk.
1863-64	- - - - -	J. H. Alexander.
1865-1903	- - - - -	Geo. H. Morgan.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1902.

PRESIDENT.

GEO. J. TANSEY.

FIRST VICE-PRESIDENT, T. R. BALLARD.

SECOND VICE-PRESIDENT, WM. A. GARDNER.

DIRECTORS.

1902.

**OSCAR L. WHITELAW,
HENRY WOLLBRINCK,
JAS. S. McGEHEE,
CHRISTOPH HILKE,
S. A. WHITEHEAD,**

1902-1903.

**WM. T. HAARSTICK,
L. B. BRINSON,
T. H. FRANCIS,
OTTO L. TEICHMANN,
JOHN H. DIECKMAN.**

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, FIRST ASSISTANT SECRETARY.

H. R. WHITMORE, SECOND ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

**CHRISTIAN BERNET,
SAMUEL GORDON,
W. C. DICKINSON,
GEO. F. LANGENBERG,
JNO. L. MESSMORE,
B. L. SLACK,**

**THOS. B. TEASDALE,
CHAS. E. FLACK,
DAN'L P. BYRNE,
R. H. LEONHARDT,
JNO. WIEDMER,
B. J. ROWE.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**J. C. BROCKMEIER,
THOS. H. WHITEHILL,
JOHN E. GERAGHTY,
W. H. DANFORTH,
J. BOGY TAYLOR,**

SECOND SIX MONTHS.

**R. J. PENDLETON,
B. H. COYLE,
EDW. M. FLESH,
SAMUEL PLANT,
ROBT. S. YOUNG.**

TELEGRAPH CLERK. OFFICIAL MARKET REPORTER. DOORKEEPER.

CHAS. H. WHITMORE. MARC. J. GAUTIER. FRANK T. MUDGE.

RIVER CLERK.

E. T. WALTON.

STENOGRAPHER.

A. H. SMITH.

MESSANGER.

EDDIE LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

**ALEX. H. SMITH,
ISAAC M. MASON,**

**S. W. COBB,
C. H. SPENCER,**

**CHAS. A. COX,
OSCAR L. WHITELAW.**

COMMITTEES AND INSPECTORS FOR 1902.

MEMBERSHIP.

L. B. BRINSON, WM. A. GARDNER, Chairman. T. H. FRANCIS.

REAL ESTATE.

T. R. BALLARD, G. J. TANSEY, Chairman. WM. A. GARDNER, WM. T. HAARSTICK,
O. L. WHITELAW,

ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.

WM. P. KENNETT, H. F. LANGENBERG, A. DeFIGUEIREDO.

WEIGHING.

W. B. HARRISON, T. R. BALLARD, Chairman. W. K. STANARD, THOS. B. TEASDALE,
R. S. YOUNG, O. A. ORVIS, MAXWELL KENNEDY,
J. S. MOGEHEE, FRED. C. ORTHWEIN, GEO. L. GRAHAM.

INSURANCE.

WALLACE DELAFIELD, F. D. HIRSCHBERG, Chairman. JNO. B. SLAUGHTER, JAS. A. WATERWORTH,
WILLIAM BULL, H. M. BLOSSOM, S. A. WHITEHEAD,
S. D. CAPEN, B. L. SLACK, PEYTON T. CARR,
ASHLEY CABELL,

RULES.

E. W. GESSLER, OTTO L. TEICHMANN, Chairman. J. P. WOODS, THOS. AKIN.
R. C. GRIER.

CONTRACTS.

R. J. PENDLETON, S. A. WHITEHEAD, Chairman. JNO. E. GERAGHTY.

MARKET REPORTS.

E. C. CHAMBERLIN, T. H. FRANCIS, Chairman. N. L. MOFFITT,

GRAIN.

H. F. LANGENBERG, L. B. BRINSON, Chairman. T. B. MORTON, JNO. E. HALL,
C. S. DAYTON, CHAS. J. QUESNEL, J. D. PARROTT,
R. L. FORRESTER, P. P. CONNOR, ELBERT HODGKINS,
C. W. SMITH, H. C. COLEMAN.

BARLEY.

E. A. FAUST, FRED. C. ORTHWEIN, Chairman. HENRY GREVE, PHILIP STOCK.
FRANK GRIESEDIECK.

FLOUR.

VICTOR ALBRECHT, Chairman. JOS. HATTERSLY, Secretary.
CHRIS. BERNET, JNO. C. FISCHER, SAMUEL PLANT,
E. D. TILTON, C. J. HANEBRINK.

FLOUR INSPECTOR. AUGUST RUMP.

PROVISIONS.

HUGH FERGUSON, HENRY WOLLBRINCK, Chairman. JAS. M. GETTYS, GEO. C. DANIELS,
CHAS. A. COX.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

C. W. BLOW, FRED S. PLANT, Chairman. D. P. BYRNE, W. H. GREGG, JR.,
JNO. L. MESSMORE, ROBT. POMMER, A. R. STRAIN,
C. E. PRUNTY.

COMMITTEES, 1902—Continued.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

HAY.

D. W. OLIFTON, Chairman.

JAS. W. DYE,
ROBT. S. YOUNG.

H. W. MACK, HENRY HUNTER,

PRODUCE.

CHRIS. HILKE, Chairman,

M. G. RICHMOND,
W. G. MUELLER.

HENRY BROEDER, CONRAD SCHOPP,

FLOOR.

J. S. MCGEEHEE, Chairman.

E. H. BARNES,

D. E. SMITH,

G. DOUGLAS BRADLEY,

L. R. CARTER,

E. S. CASE,

D. R. HAYNES.

GEO. LANITZ,

B. J. MCSORLEY,

J. W. STEELE,

HENRY J. BULTE.

POSTAL AFFAIRS.

FRANK GAIENNIE, Chairman.

GEO. D. BARNARD,

BEN. B. GRAHAM,

W. C. LITTLE,

GEO. D. MARKHAM,

THEO. G. MEIER,

L. A. MOFFITT.

THOS. K. NEIDRINGHAUS.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

CHAS. A. COX,

WM. G. BOYD,

WM. P. KENNETT,

WEB. M. SAMUEL,

JOHN WAHL,

H. C. HAARSTICK,

S. W. COBB,

FRANK GAIENNIE,

OSWIN H. SPENCER,

H. F. LANGENBERG,

MARCUS BERNHEIMER.

MISSISSIPPI RIVER.

WM. T. HAARSTICK, Chairman.

ALONZO C. CHURCH,

ISAAO M. MASON,

JNO. E. MASSENGALE,

ISAAO P. LUSK,

H. S. POTTER,

JNO. N. BOFINGER,

WEB. M. SAMUEL,

P. S. DROWN,

FESTUS J. WADE.

NATIONAL BOARD OF TRADE.

OSCAR L. WHITE LAW, Chairman.

E. O. STANARD,

S. W. COBB,

CHARLES PARSONS,

O. H. SPENCER,

H. H. WERNSE,

CLINTON BOWELL,

C. F. WENNEKER,

C. MARQUARD FORSTER.

LEGISLATIVE.

JOHN H. DIECKMAN, Chairman.

E. E. GARDNER,

S. A. BEMIS,

MARCUS BERNHEIMER,

WM. G. BOYD,

GEO. O. CARPENTER.

GEO. D. DANA,

GEO. L. EDWARDS,

NATHAN FRANK,

BRECKINRIDGE JONES.

GOODMAN KING,

W. J. KINSELLA,

GAUIS PADDOCK,

MOSES RUMSEY.

TRANSPORTATION.

WM. C. ELLIS, Chairman.

F. E. KAUFFMAN.

E. O. HUNTER,

WM. P. KENNETT,

HENRY SAYERS,

K. B. HANNIGAN,

A. L. SHAPLEIGH,

W. S. MCCHESENEY, Jr.,

W. A. SOUDDER,

A. DEFIGUEIREDO,

E. S. ORR.

FOREIGN TRADE.

WM. F. FUNSTEN, Chairman.

L. D. KINGSLAND,

JOHN RING,

GEO. F. POWELL,

HENRY STANLEY,

JAMES ARBUCKLE.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1903.

PRESIDENT.

T. R. BALLARD,

FIRST VICE-PRESIDENT, WM. A. GARDNER.

SECOND VICE-PRESIDENT, CHARLES H. HUTTIG.

DIRECTORS.

1903.

WM. T. HAARSTICK,
L. B. BRINSON,
T. H. FRANCIS,
OTTO L. TEICHMANN,
JOHN H. DIECKMAN,

1903-1904.

G. J. TANSEY,
JOHN E. GERAGHTY,
HENRY R. TODD,
EDWARD A. FAUST,
EDWARD DEVOY.

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, FIRST ASSISTANT SECRETARY.

H. R. WHITMORE, SECOND ASSISTANT SECRETARY.

C. H. WHITMORE, THIRD ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

JAMES M. GETTYS,
HUGH J. BRADY,
JOHN B. SLAUGHTER,
HENRY SCHULTZ,
SAMUEL PLANT,
C. W. BLOW,

JOHN M. GANNETT,
M. J. CONNOR,
JOSEPH L. PENNY,
CHARLES J. QUESNEL,
W. H. KARNS,
RICHARD WARDROP.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

CHARLES P. SENTER,
R. C. NAPIER,
C. L. CARTER,
ROBERT POMMER,
PARKER SAUNDERS.

SECOND SIX MONTHS.

OTTO A. ORVIS,
M. L. SMITHERS,
FRED. A. SIEVING,
WM. C. MCCOY,
JULIUS VOGELER.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

DOORKEEPER.

FRANK T. MUDGE.

RIVER CLERK.

EDWARD LOESCH.

STENOGRAPHER.

A. HERR SMITH.

MESSANGER.

PETER LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

ALEX. H. SMITH,
ISAAC M. MASON,

S. W. COBB,

C. H. SPENCER,

CHAS. A. COX,

OSCAR L. WHITE LAW.

COMMITTEES AND INSPECTORS FOR 1903.

REAL ESTATE.

WM. A. GARDNER, T. R. BALLARD, Chairman.
G. J. TANSEY, CHAS. H. HUTTIG.
WM. T. HAARSTICK.

MEMBERSHIP.

WM. A. GARDNER, Chairman.
L. B. BRINSON, T. H. FRANCOIS,

ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.
W. P. KENNETT, H. F. LANGENBERG, EDWARD DEVOY.

WEIGHING.

JNO. E. GERAGHTY, Chairman.
W. B. HARRISON, F. H. GIESELMAN, O. A. ORVIS,
M. J. MULLALLY, EDWARD DEVOY.

INSURANCE.

EDWARD DEVOY, Chairman.
GEORGE D. MARKHAM, F. D. HIRSCHBERG, N. R. WALL,
PEYTON T. CARR, W. L. GREEN, JR., JAS. A. WATERWORTH.

RULES.

T. H. FRANCOIS, Chairman. ALEX. H. SMITH, E. W. GESSLER,
GEO. F. LANGENBERG, J. P. WOODS.

CONTRACTS

B. H. LANG, Chairman. R. J. PENDLETON, T. W. CARTER.

MARKET REPORTS.

O. L. TEICHMANN, Chairman.
THOS. AKIN, E. M. FLESH.

GRAIN.

L. B. BRINSON, Chairman.
O. J. QUESNEL, JNO. G. MITTLER, R. S. YOUNG,
GEO. F. POWELL, JNO. L. MESSMORE, T. B. MORTON,
J. S. MCCLELLAN, C. W. SMITH.

BARLEY.

EDWARD A. FAUST, Chairman.
CHAS. H. TEICHMANN, BERN. GRIESEDIECK,
FRED. C. ORTHWEIN, OTTO F. STIFEL.

FLOUR.

GEO. H. PLANT, Chairman. F. E. KAUFFMAN, Secretary.
E. E. SCHARFF, O. J. HANNEBRINK,
MATT. WOELFLE, F. HATTERSLEY.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

CHARLES A. COX, Chairman.
HENRY WOLLBRINCK, FRED. KREY, HUGH FERGUSON,
GEORGE C. DANIELS.

PROVISION INSPECTOR.

J. G. HINCHMAN.

COMMITTEES, 1903—Continued.

SEEDS AND CASTOR BEANS.

ADOLPH CORNELI,
O. F. BEARDSLEY, Chairman.
D. I. BUSHNELL, H. L. BRINSON,
F. W. HOFMANN.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

HAY.

CHRIS. HILKE,
HENRY W. MACK,
D. W. OLIFTON, Chairman.
JNO. H. EVILL, JAS. W. DYE,
E. J. BERGMANN.

PRODUCE.

CONRAD SCHOPP,
BERNARD BAER,
M. G. RICHMOND, Chairman.
E. HARTMANN, HENRY BROEDER,
W. B. WESTCOTT, F. G. HAUEISEN.

FLOOR.

R. P. ANNAN, JR.,
H. W. DAUB,
DOUGLAS BRADLEY, Chairman.
CHAS. A. GRANT, W. E. ORTHWEIN,
A. C. PETRI, WM. GRASSMUCK,
JOSEPH HATTERSLEY.

POSTAL AFFAIRS.

GEO. D. BARNARD,
W. K. BIXBY,
CHAS. H. HUTTIG, Chairman.
JAS. F. COYLE, WALKER HILL,
BEN. B. GRAHAM, H. S. MERRILL.

RECEPTION AND ENTERTAINMENT.

D. R. FRANCIS,
WEB. M. SAMUEL,
JOHN WAHL,
H. F. LANGENBERG,
E. O. STANARD, Chairman.
CHAS. A. COX, S. W. COBB,
FRANK GAIENNIE, G. J. TANSEY,
C. H. SPENCER, H. C. HAARSTICK,
MAROUS BERNHEIMER.

MISSISSIPPI RIVER.

R. E. GARDNER,
A. C. OHUROH,
WM. T. HAARSTICK, Chairman.
J. E. MASSENGALE, ISAAC M. MASON,
HENRY S. POTTER, ISAAC P. LUSK,
P. S. DROWN.

NATIONAL BOARD OF TRADE.

O. L. WHITELOW,
C. H. SPENCER,
S. W. COBB,
G. J. TANSEY, Chairman.
CHARLES PARSONS, WM. P. KENNETT,
E. O. STANARD, H. H. WERNSE,
OLINTON BOWELL, J. H. DIECKMAN.

LEGISLATIVE.

A. DEFIGUEIREDO,
GOODMAN KING,
J. H. DIECKMAN, Chairman,
D. A. MARKS, BRECKINRIDGE JONES,
R. C. GRIER, L. D. KINGSLAND,
C. MARQUARD FORSTER.

TRANSPORTATION.

WM. C. ELLIS,
W. K. STANARD,
HENRY R. TODD, Chairman.
A. P. RICHARDSON, HENRY SAYERS,
JOSIAH E. SHEBBY, THOMAS B. TEASDALE.

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

ST. LOUIS, MO., January 6th, 1903.

To the Members of the Merchants' Exchange of St. Louis:

GENTLEMEN—In surrendering the trust you placed in their hands one year ago, your Board of Directors take pleasure in being able to state that the affairs of our Association are in excellent condition; that the year just past has been one of prosperity, both to the Exchange as a body, and to the individual members; and the prospects for the future of our Association as the leading commercial organization of the Mississippi Valley, are most flattering.

The property of the Exchange has been kept in good condition, but in another year the building should be painted, inside and out, the Grand Hall painted and decorated, a new floor laid, the elevator facilities improved, and, at the same time, the debt on the property reduced.

At a meeting held on the 9th of December last, after a careful consideration of the needs of the Exchange, both as relates to the business of the floor, and the care of the building, your Board decided that it would be wise to make all needed improvements to place the property in first-class condition during the coming year in preparation for the World's Fair, and that the revenue might be sufficient for all prospective needs, the Board fixed the assessment to be paid by each member for the coming year at thirty-seven and 50-100 dollars, and increased the transfer fee to twenty dollars from January 1st.

The building is well rented, every room being occupied, and in some instances the rent has been advanced considerably, showing an increase over preceeding year of \$5,315.88.

The Total Revenue from Rentals was.....	\$ 48,989.08
Transferred from Current Account.....\$ 2,000.00	
From other sources	242.38
	<u>2,242.38</u>
Total.....	\$ 51,231.46
Total Expenditures (including \$17,500.00 on the Bonded Debt, reducing same to \$75,000.00)	\$ 51,064.28
Leaving Balance of.....	\$ 167.18

In considering the rental revenue, it must be remembered that the Exchange occupies the Grand Hall and offices, for which no consideration

is made in the rental as given. In estimating the comparison of revenue on the cost of the property, the sum of \$25,000.00 should be added as the rental value for that part occupied by the Association.

The current income and expenditures do not vary very much from year to year. Our membership is now fixed, and cannot, under the new rule, be increased, and it is not likely that it will be decreased by forfeiture or redemption. The roll at the beginning of 1902 showed 1832 members; one certificate of a member, deceased in 1901, was redeemed, making the present number 1831.

The Total Receipts on Current Account were.....	\$ 53,218.09
The Expenditures (including \$2,000.00 carried to Real Estate Account) were	49,194.42
Leaving a Balance on hand of.....	\$ 4,023.67

The Bonded Debt is being reduced year by year, \$75,000.00 remaining not yet due, and all but \$3,000.00 of the Bonds of 1906 have been paid. When the indebtedness is entirely paid, the revenue of the property will not only pay all expenses, but leave a surplus to be utilized in current account.

The following statement shows total receipts and expenditures for the year, both for current and real estate accounts:

Current Account Receipts.....	\$ 53,218.09	
Real Estate Account Receipts.....	49,231.46	
Total.....		\$102,449.55
Current Account Expenses.....	47,194.42	
Real Estate Account Expenses.....	33,564.38	
Bonds Paid.....	17,500.00	
Total.....		\$ 98,258.70
Balance on hand January 1st, 1903..		4,190.85

The detailed statement of receipts and expenditures presented by the Secretary and Treasurer, are given on another page, to which your attention is invited.

Your Board has given special attention to the revision of the Rules and Regulations of the Exchange, adapting same to the present needs, and defining more closely the rights and privileges of membership. One of the new rules eliminated the initiation fee, so that hereafter new members can be received only by the transfer of an existing membership, thereby limiting the membership to the present number—1831. All the amendments submitted by the Board of Directors, from time to time, have met the approval of, and been adopted, by vote of the members.

The Department of Weights has been in successful operation, and the benefit accruing from the supervision, by the Merchants' Exchange, of the weighing of grain and other farm products, has been demonstrated. Supervisors are now located in most of the elevators, warehouses and mills, and their certificates are accepted by the transportation companies, as well as by buyers and sellers, as the correct weights of the property. Arrange-

ments have also been made for the supervision of weighing on a number of private city scales, and it is believed that hereafter there will be little, if any, complaints of weights from this market. The department is now nearly self-sustaining. Prior to June 1st, a supervisor was employed to investigate complaints, look after scales and correct any existing errors that could be ascertained, and for this service no charge was made. The expense incurred up to that date was \$682.00. On June 1st the Weighing Department was organized, and since that date, a charge has been made for supervision. The Treasurer's report shows that the expenditures since June 1st exceed the receipts by \$1,826.07. This includes December expenses. The December revenue, when collected, will, in a large measure, make good the apparent deficit. The total deficit for the year is \$2,458.07.

Another important measure has had the most careful consideration of the Board, viz: The regulation of Elevators whose receipts are made regular for deliveries. Section 10, of Rule 8, makes it "The duty of the Board to classify as Regular, such public elevators and warehouses as make application therefor, and conform to the rules and regulations of the Exchange, and the regulations and requirements of the Board of Directors;" and also requires Regular elevators to file bonds subject to the approval of the Board.

The Board has adopted and promulgated regulations governing Regular elevators and the proprietors of Merchants' Elevator "A," Central Elevator "B," East St. Louis Elevator, Roger's Elevator, Advance Elevator, Venice Elevator, Burlington Elevator, Mississippi Valley (Farmers') Elevator and Union Elevator, have filed their bonds as required by the rules, and said elevators have been classified as Regular by your Board.

The Traffic Bureau has continued to guard carefully the transportation interests of the city, and has been effective in correcting some discrimination and preventing others. The Board believes the Bureau is a valuable adjunct to the working force of the Exchange, and should be sustained and enforced by co-operation of the members.

Your Board has not been unmindful of the various calls made upon it for representation at meetings and conventions, in which matters of interest to the commerce of the city have been considered, and has been ably represented by delegates at the following gatherings:

The National Board of Trade, Washington, D. C.	January 21.
Rivers and Harbors Committee, Washington, D. C.	February 18.
Iowa Grain Dealers' Association, Des Moines, Ia.	April 24.
Illinois Grain Dealers' Association, Decatur, Ill.	June 10.
National Hay Convention, Put-in-Bay, Ohio	July 10.
Grain Dealers' National Association, Peoria, Ill.	October 1.
Mississippi River Convention, Quincy, Ill.	November 12.

Your Board has also given its support to the Public Welfare Committee, and to the Good Roads Convention to be held in St. Louis, in April next, and has taken action on and given its approval to matters of National importance—such as the Tariff Commission; amendments to Interstate Commerce

law; postal reforms; Consular service; bankruptcy law; improvement of Western waterways; foreign bills-of-lading; preservation of forests, and other objects.

The Merchants' Exchange has always been the almoner through whom the benevolences of the city have been extended in great calamities that have befallen our own city and other localities. In February last a calamity fell upon our city, by the fire on Chestnut street, whereby seven brave members of the Fire Department lost their lives. The Exchange immediately issued a call for help for the stricken families, and in a short time the sum of \$26,014.86 was raised and distributed according to the needs of each family.

Again, in March, a call for help came from Southwestern Missouri, where, on account of the drouth of the preceding summer, many farmers were left without food for their families, or for their cattle, and without seed to put in their crops. A committee was appointed, and seed and food to the value of \$4,771.25 was collected and shipped to those needing assistance, bringing great present relief and giving hope for the future.

A number of members of the Exchange, respected and honored, have passed away during the year; among them one of your most highly esteemed ex-Presidents, Thomas Richeson. Your Board has, in each instance, expressed to the bereaved families their sympathy and condolence.

During the year the Exchange has had great pleasure in extending its courtesies to, and been honored with the presence of, Honorable James Wilson, Secretary of Agriculture; Samuel L. Clemens, popularly and affectionately known as "Mark Twain;" and Ho Yow, Consul General of China at San Francisco.

Your Board desires to express its appreciation for the valuable assistance rendered by the various standing committees, and the special committees appointed during the year, to all of whom it tenders thanks for their fidelity to the duties imposed upon them, and to the Secretary and his assistants, and the employes of the Exchange for the faithful and efficient services rendered by them throughout the year.

The work of 1902 is closed, and whatever measure of success has attended the efforts of the present Board has been due to concentrated, harmonious action, and the treatment of the affairs of the Exchange from a common-sense business standpoint. Something has been accomplished this year towards the betterment of the Exchange, but much remains to be done. Your body is the most important factor in the development of the commercial life of St. Louis, and the influence which the Exchange is to have in bending the energies of St. Louis towards what is best and right, depends entirely on the members themselves, and with how much energy and harmony they express the judgment of the Exchange. Your Board has been supported in every movement it has undertaken by practically the unanimous vote of the members, and we feel sure that our successors in office will receive that same loyal support in any movement which goes towards the upbuilding of the Exchange, and thereby of necessity, the upbuilding of St. Louis.

FOR THE BOARD OF DIRECTORS,

G. J. TANSEY,
President.

DEPARTMENT OF WEIGHTS.

St. Louis, Mo., December 22nd, 1902.

the Board of Directors of the Merchants' Exchange:

Under authority of your honorable body, as per resolution adopted April 17th, 1902, the Weighing Committee inaugurated a plan for weighing grain in public elevators, mills and warehouses, which became effective June 1st. Deputy Supervisors have been and are now supervising the weighing of all grain in all public elevators, and in nearly all the mills and private elevators and warehouses in St. Louis, Mo. On June 2nd, Deputy Supervisors were placed in all the public elevators, and three of the private elevators, in East St. Louis, Ill. Since which time the Illinois Railroad and Warehouse Commissioners have assumed authority under the laws of the State of Illinois, and now control the weighing in all the public elevators and one private elevator; leaving the Merchants' Exchange Department of Weights in control of three private elevators and one mill on the East side.

In addition to the above your committee has within the past month assumed control, and now has Deputy Supervisors at five of the most important wagon scales in St. Louis, Mo., and one in East St. Louis, Ill. The better protection of grain in railroad yards was also given considerable attention by this committee, with results that cars are now resealed after inspection and sampling. Watchmen have been placed in different yards where formerly there were none, and the general watching has been given special attention by all roads. Now the protection is fairly good.

The result of our work and efforts have been very beneficial to the grain trade of St. Louis, as evidenced by the strong endorsements of the shippers in this market. Letters are received daily by commission merchants and dealers requesting, and in some instances demanding, that their grain be weighed only under the supervision of our department, and many buyers of grain are requesting Merchants' Exchange certificates for grain bought in St. Louis.

The odium of bad weights is being rapidly overcome, and the much desired confidence of the country shipper is being, and in many instances completely restored.

Your committee has met with many obstacles, the most of which have been overcome, and the department being now on a practically self-sustaining basis, we recommend that it be continued and encouraged.

Since the inauguration of the Weighing Department the following cars have been supervised:

Total Cars unloaded.....	15,844
Total Cars loaded out.....	6,983
Number of Sacks.....	226,194
Loaded out in Barges, bushels.....	755,664

THEO. R. BALLARD,
Chairman.

REPORT OF THE TREASURER FOR 1902.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand January 1st.....	\$	2,636 00
Received from Transfer Fees.....		1,910 00
" " Assessments.....		45,750 00
" " Rent Telegraph Counters.....		1,300 00
" " Drawer Rent.....		640 71
" " Non-Residents Tickets.....		415 00
" " Interest on Account.....		351 00
" " Sale of Samples and Sweepings.....		149 21
" " Committee on Cleaner Streets (returned).....		35 94
" " Rent of Transportation Desks.....		30 00

\$53,218.04

EXPENDITURES.

Salaries.....	\$19,191 50
Telegraph Account.....	11,999 43
St. Louis Traffic Bureau.....	3,988 85
Department of Weights.....	2,458 07
Transferred to Real Estate Account.....	2,000 00
Flour Inspectors.....	1,310 34
Rent of Telephones.....	1,000 00
Printing and Stationery.....	873 54
Annual Report.....	859 50
Attorney of the Exchange.....	500 00
Soap and Towels.....	484 96
Assessment National Board of Trade.....	440 00
Taxes.....	389 78
Attorney's Fees and Costs in Court.....	369 30
Postage.....	365 90
Delegates to National Board of Trade.....	344 50
Renovating Portraits.....	326 50
Public Welfare Committee.....	260 00
Delegates to Washington, Rivers and Harbors.....	178 25
Repairs.....	176 96
Brooms, Dusters, etc.....	166 80
Belcher Water.....	150 00
Ice.....	144 65
Power for Electric Fans.....	138 36
Books, Papers and Price Currents.....	129 27
Insurance on Furniture.....	127 50
Chairs.....	102 17
Judges of Election.....	101 00
Redemption of Membership Certificates.....	100 00
Delegates to National Hay Convention.....	100 00
Board of Directors.....	92 42
Delegates and Assessment, River Convention, Quincy.....	53 90
Plants for Fountain.....	50 00
Delegates to Grain Conventions.....	49 05
Sundries.....	181 92

\$49,194 42

Balance on hand December 31st, 1902.....

\$ 4,023 67

REAL ESTATE ACCOUNT FOR 1902.**RECEIPTS.**

Balance on hand January 1st.....	\$	205	11
Received from Rentals		48,989	08
" " Current Account.....		2,000	00
" " Interest.....		32	22
" " Electric Light		5	05
	\$	51,281	46

EXPENDITURES.

Bonds Paid.....	\$	17,500	00
Employes		7,971	45
Taxes		6,742	30
Insurance		4,329	00
Interest on Bonds.....		3,189	00
Coal		3,485	03
Repairs and Renovations.....		3,785	33
Water License.....		1,419	60
Supplies for Engineer and Janitor.....		684	50
Tornado Insurance.....		300	00
Two Water Meters		718	11
Rent of Telephones.....		205	00
Removing Ashes and Sweepings.....		385	00
Premium on Bonds Bought		120	00
Elevator Insurance.....		86	95
Sprinkling Tax.....		36	36
Night Signal Service.....		36	00
Inspecting Elevators and Boilers		27	00
Safe		40	00
Uniforms for Elevator Boys		25	00
Cleaning Streets		24	60
Printing.....		4	00
		51,064	28
Balance on hand December 31st, 1902.....	\$	167	18

Paid on Bonded Debt during 1902.....	\$	17,500	00
Bonded Debt Unpaid (not due)	\$	75,000	00

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1902, the Current Account having been examined by Henry P. Wyman and Douglas Bradley, and the Real Estate Account by J. H. Dieckman and O. L. Teichmann, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows, viz:

To the Credit of Real Estate Account.....	\$	167	18
To the credit of Current Account.....	\$	4,023	67

J. H. DIECKMAN,
O. L. TEICHMANN,
DOUGLAS BRADLEY,
HENRY P. WYMAN, } Committee.

St. Louis, January 3rd, 1903.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1902.

FOREIGN BILLS-OF-LADING.

February 11th. The following report of the Legislative Committee was adopted:

"The Legislative Committee, to whom was referred the communication of the Merchants' Exchange of Memphis, Tenn., enclosing Senate Bill No. 1791, introduced December 16th, 1901, by Mr. Nelson, being a bill relating to the transportation of merchandise between the United States and foreign ports, etc., would respectfully report that after an examination of the whole matter, the committee find that it has been the custom for vessels plying between the United States and European ports to charge and collect various sums in addition to the contract rate of freight, to cover cost of unloading cargoes at the point of destination, even though such act is in contravention of the laws of some of the countries.

"Your committee believes that this is an unjust charge against the shipper, and that the cost of delivering the property on dock where it can be received and hauled away by the consignees, is the duty of the carrier.

Senate Bill No. 1791 referred to, makes it unlawful for the carrier to insert in any bill-of-lading, any clause or agreement by which it shall be at liberty to impose on the property, any unloading or other charges additional to the rate of freight inserted in the bill-of-lading.

"Your committee, therefore, recommend that the Board of Directors endorse said bill and request the Senators from Missouri and Representatives from St. Louis to further its passage."

BANKRUPTCY LAW.

February 11th. The following report of the Legislative Committee was adopted:

"The Legislative Committee, to whom was referred by the President a communication of the St. Louis Credit Men's Association, asking the endorsement of the Exchange to H. R. No. 4310, introduced by Mr. Ray, being a bill to amend the Bankrupt Act, would respectfully report:

"That they have conferred with the attorney of the Exchange and given the matter full consideration, and are of the opinion that the Merchants' Exchange should endorse said bill, and that the President and Secretary should request the Senators from Missouri, and the Representatives from St. Louis to favor the passage of the same.

"Your committee also had under consideration another amendment to the same act, presented by Mr. Powers of Massachusetts, providing 'That if a creditor receive payment on account in the ordinary course of business, and had no reason to believe that the bankrupt intended to give him the preference, such payments, when made within four months prior to the filing of a petition in bankruptcy, may be retained by the creditor without prejudice to his rights, to prove the balance of his claim.'

"Your committee believe that this amendment also is equitable and just, and that the Senators and Representatives in Congress be requested to favor the passage of the same."

PRESERVATION OF FORESTS.

February 11th. The Board of Directors of the Merchants' Exchange of St. Louis, would respectfully call to the attention of the Honorable Senators from Missouri, and Representatives from St. Louis, the importance of the preservation of forests, as necessary to the continued prosperity of agriculture, mining and transportation interests, and urge legislation looking to the perpetuation of our forests, the establishment of additional National Parks and forest reserves, and would respectfully ask that our Senators and Representatives would not favor the Morris Bill, or any other measure which contemplates the destruction of the timber at the headquarters of the Mississippi River.

REDUCTION OF CUBAN TARIFF DUTIES.

February 11th. The Secretary was instructed to send a memorial to Congress in the name of the Board, to both Houses, and to the Senators and Representatives from this State, recommending a reduction of tariff duties on Cuban Sugar and Tobacco, to be followed by reciprocal tariff arrangements with the island, upon the establishment of an independent Cuban government.

NEW POST OFFICE BUILDING.

February 18th The following report of the Legislative Committee was adopted:

The Legislative Committee and the Committee on Postal Affairs, to whom was referred the communication of Hon. Richard Bartholdt in reference to the erection of a new Post Office building in St. Louis, would respectfully report that at a meeting of the joint committees, the following resolutions were unanimously adopted:

"Resolved. That we heartily approve of the bill introduced in Congress by Hon. Richard Bartholdt of Missouri, to provide for the erection of an additional public building in St. Louis for postal purposes exclusively, which will give quicker delivery and easier distribution of

the mail. The increase of the business justifies the additional building, and it is absolutely necessary. For the past eighteen years, notwithstanding the large increase of business, the space of the post office has remained the same.

"Resolved, That we recommend that the Board of Directors adopt a resolution endorsing an additional postal building in St. Louis, and send a copy to each Senator and member of Congress from Missouri, requesting them to vote for said additional public postal building."

Postmaster Baumhoff was present at the meeting and brought to the attention of the joint committees the necessity of a fast mail train from St. Louis to the Southwest, and the following resolution was unanimously adopted:

"Resolved, That we are informed that the Frisco System is about to put on a fast mail train from St. Louis to the Southwest, and we heartily recommend that every encouragement be given the Frisco road for the establishment of this fast mail train. St. Louis would be greatly benefited by being brought into closer relations with that region, giving our newspapers a chance to get before the public, and our merchants to sell more goods to them in consequence thereof.

"Therefore, we recommend that the Board of Directors write to the Assistant Postmaster General, urging him to assist the Frisco railroad in making a contract with the Government."

INDIAN SUPPLY WAREHOUSE.

February 18th. The Board heartily endorse resolutions adopted by the St. Louis Manufacturers' Association, calling upon the Federal Government to remove the warehouse for Indian Supplies to St. Louis.

IMPROVEMENTS OF THE MISSISSIPPI RIVER.

February 18th. The Board commissioned Hon. S. W. Cobb to visit Washington to urge upon the Rivers and Harbors Committee to make a liberal appropriation for the improvement of the Mississippi river between the mouth of the Missouri and the mouth of the Ohio rivers.

VISIT OF PRINCE HENRY OF GERMANY.

February 18th. The President was instructed to send an invitation through the Mayor, to Prince Henry of Germany to visit the Exchange on the morning of his arrival in St. Louis.

SUPPRESSION OF TRAIN ROBBERIES.

March 21st. The Board of Directors endorsed H. R. No. 11412 being a bill for the suppression of train robberies in the territory of the United States and other places, and for other purposes.

INCREASED MAIL SERVICE.

March 21st. The Board adopted the following report of the Committee on Postal Affairs:

"The letter of Postmaster F. W. Baumhoff in regard to fast mail and suburban trains for St. Louis, which was referred to the Postal Affairs Committee by your honorable body.

"The Committee on Postal Affairs after carefully considering the matter, are fully agreed that an afternoon train on the Missouri Pacific, leaving St. Louis at 2:30 p. m. every day, is needed and desirable. It would prove a great benefit and accommodation to the people living within 150 miles of our city, and it would add a large suburban population, which, by the facility offered by this afternoon train of safe transportation of reaching the city and returning home same day, would add to the business of the general public. It would be a paying passenger train for the railway. Both the wholesale and retail trade would be augmented.

"We take this occasion to again renew our recommendation for a fast mail train on the Frisco railroad to the Southwest, and to urge our Senators and members of Congress to impress upon the Second Assistant Postmaster General the absolute necessity for said fast train, and secure his order for same. St. Louis lacks and is sadly in need of fast mail trains, morning and evening trains; and in comparison with other cities has not had her share. We unhesitatingly say, and we believe, we can only get them by hard and constant work.

DECEASED MEMBERS.

March 21st. Hereafter, on the death of a member of the Exchange, the President will announce the same to the Board of Directors, and a page of the records will be devoted to his memory, noting the date of his decease, and the date and number of his certificate of membership.

DEPARTMENT OF WEIGHTS.

April 16th. Resolved, That the Weighing Committee of the Merchants' Exchange, be and is hereby authorized to inaugurate the plan of weighing grain in elevators, mills and warehouses set forth in their report presented this day; and that the Treasurer of the Exchange, be and is hereby authorized to honor warrants drawn by the Chairman of said Committee and countersigned by the supervisor, for expenses as incurred; until December 31st, 1902, for Ten Thousand Dollars in the aggregate. It being understood that all receipts from this service shall be deposited with the Treasurer of the Exchange for credit of weighing account. The revenue under the resolution to be a charge of not to exceed thirty-five cents per car for weighing, out of all public elevators, and that no charge shall exceed One Dollar per car on scales other than those of Public Elevators. Under this resolution, grain in barges

is to be charged for at the rate of one thousand bushels for a carload, and weighing of said grain to be charged for at one-fourth ($\frac{1}{4}$) of a cent per sack. This order to be effective from June 1st, next. The Weighing Committee shall make a detailed statement to the Board of Directors at each regular monthly meeting, of the business of the preceding month.

REGISTERED WEIGHERS.

April 16th. The Board ordered that registered weighers issuing certificates of weights must not use on same the words, "Merchants' Exchange" in any manner whatever.

TERRITORY OF ALASKA.

September 26th. The Board of Directors of the Merchants' Exchange believing that the Government of the United States should give every assistance possible to its outlying possessions, in order that the commercial, agricultural and mineral resources may be developed as rapidly as possible, respectfully urge the Honorable Senators from Missouri, and Representatives from St. Louis to consider the needs of Alaska for its proper development, and to favor such legislation as will secure such end.

SUBJECTS SUBMITTED BY THE MERCHANTS' EXCHANGE FOR THE CONSIDERATION OF THE NATIONAL BOARD OF TRADE, AT THE ANNUAL MEETING TO BE HELD IN WASHINGTON IN JANUARY, 1903.

November 24th.

TARIFF COMMISSION.

Resolved, That we heartily endorse the suggestion of President Roosevelt, "that the tariff should be treated as a business proposition, and not from the standpoint of the temporary needs of any political party," and we strongly urge the appointment of a non-partisan Commission, composed of experienced business men, who will discharge their duties with sole regard to the interests of the whole people, uninfluenced by political considerations.

INTERSTATE COMMERCE LAW.

Resolved, That we again urge upon Congress the imperative necessity for such amendments to the Interstate Commerce Law as will confer upon the Commission, such powers as will enable it to afford both the public carrier and the private shipper, the protection which the interests of interstate commerce demands.

POSTAL REFORM.

Resolved, That we fully approve the action of the Postmaster General in excluding from classification as second-class matter, the fake publications which have so long been a severe drain upon the postal revenue, thus reducing the annual deficiency and giving promise of hastening the reduction of letter postage, while permitting the extension of rural delivery.

CONSULAR SERVICE.

Resolved, That we reiterate our demand for the prompt reorganization of the Consular Service on a genuine business basis, by making personal qualifications the only basis of appointment, by the abolition of the pernicious fee system, and the readjustment of salaries in accordance with existing conditions, and by providing for a more secure tenure of office.

BANKRUPTCY LAW.

Resolved, That we again urge the necessity of amending the Bankruptcy Law along the lines embodied in what is known as the Ray Bill.

WATER WAYS.

Resolved, That we fully appreciate and heartily endorse the action of Congress in making liberal appropriations for the continuous improvement of the Mississippi river below St. Louis, for the deepening of the Southwest Pass, and for preliminary surveys for a deep waterway between the Great Lakes and the Mississippi river via the Chicago sanitary canal and the Des Plaines and Illinois rivers, and we recommend that such continuous appropriations be made as may be necessary to secure a minimum depth of at least six feet throughout the full length of the navigable portion of the Upper Mississippi river in order that the full benefit of water transportation through the entire Mississippi valley, may be secured.

FINANCE.

Resolved, That Congress be urged to pass a law authorizing the issue of one hundred millions or more of dollars of emergency currency notes, solely for use during time of financial panic; such notes to be printed and prepared for use by the United States Treasury Department, countersigned by the Treasurer and registered by the Register. They shall be delivered to such Clearing Houses of the country as are acting under charters from the United States, such charters to be provided for by law of Congress. They shall be delivered to such Clearing Houses in such proportions of the whole issue as the capital and surplus of the banks constituting such Clearing Houses in the various places warrant. In all cases such banking capital shall represent a sum sufficient to guarantee a prompt redemption of said notes. The law to be made by Congress for chartering these Clearing Houses shall empower them to receive and loan this money to the various banks connected with them, on such securities as may be authorized by the act providing for their issue; not, however, to exceed in amount over three-fourths of the cash value of such securities. The act shall provide for the prompt redemption of such currency at New York or Washington and its final liquidation; said notes shall be signed by the President and Manager of each Clearing House.

A rate of interest shall be charged to the banks borrowing the notes of each Clearing House, which will insure the retiring of same as soon as the emergency ceases. The amount received for interest shall be disposed of as Congress may see proper in the bill.

All expenses of the issue shall be made and paid out of the interest to be charged for the same, with such taxes as is thought proper for the benefit of the United States Treasury. The issue of these notes shall be made when the Secretary of the Treasury deems the emergency requires it to save the business of the country from very serious embarrassment.

Resolved, That Congress be urged to take such action as will give the Secretary of the Treasury discretionary power to refuse requests for silver shipments at the Government expense from any corporation or persons that may be, in his judgment, violating the intent of the provisions of the said law.

LANDS IN THE INDIAN TERRITORY.

The Board of Directors of the Merchants' Exchange of St. Louis heartily endorse the action of the Muskogee Chamber of Commerce, calling upon the Congress of the United States to remove all restrictions upon the rights of alienation (except homesteads) of all lands in the Indian Territory, believing that the development of this important part of our country will be greatly facilitated by such legislation, and therefore earnestly request the Honorable Senators and Representatives from Missouri to favor such changes in the laws as will give the relief desired and so much needed.

APPROPRIATIONS FOR NATIONAL GUARD.

December 27th. The President appointed Messrs. Wm. Bull, J. F. Coyle, Breckenridge Jones, S. M. Kennard and George S. McGrew, a committee to attend a meeting to be held at the Mercantile Club on the 30th to urge larger appropriations by the Legislature for the support of the State National Guard.

The Exchange was closed on the following days:

January 1st, New Year's Day.

February 12th, Lincoln's Birthday.

February 22d, Washington's Birthday.

March 28th, Good Friday.

May 30th, Memorial Day.

July 4th, Independence Day.

July 5th,

September 1st, Labor Day.

October 9th, St. Louis Fair Day.

November 4th, Election Day.

November 27th, Thanksgiving Day.

December 25th, Christmas Day.

REPORT OF ST. LOUIS TRAFFIC BUREAU.

By E. S. THOMPkins, Commissioner.

To secure the full benefit from the natural advantages of location possessed by St. Louis, it is necessary to see that competing markets do not secure undue advantage in the general adjustment of rates, and that unjust discriminations in rates are brought to the attention of railroad officials for correction.

The lines leading from St. Louis are divided into a number of groups, according to the territory which they reach, and these different groups or associations are governed, so far as their rates are concerned, by different rules and classifications, as well as in the method of constructing their rates. A careful supervision has been kept of the changes made by these different associations, and requests have been made for necessary changes in the St. Louis rates. Many changes in rates on merchandise, grain and other commodities were secured, which have been shown in our circulars for the information of members.

Comparative rates on merchandise and commodities have been issued, showing rates to and from St. Louis with the rates to and from competing markets, and the quoting and compiling of freight rates for individual members has called for a large amount of work, and we believe that this work has materially assisted our members to increase their trade to the best advantage.

Members have been advised in many cases of proposed changes in classification, so that they could favor or oppose their adoption as best suited their interests.

Early in the year a meeting was held with the representatives of the different railroads and terminal companies, to consider the necessary improvements needed in our terminals to take care of the increased business of this gateway. We believe that the efforts of the officials of the railroads and terminal properties since that time have brought about improvements which have materially improved the conditions in this city, and at the present time we are in better shape than any other large terminal in this country.

We have been represented at many important meetings of the railroads and also at hearings held by the State and National Commissions.

Our merchants and manufacturers recognize that any concession in rates for St. Louis as a whole proves beneficial to every business man in the city, and that good results are secured from organized effort to foster and increase the trade and commerce of our city.

IMPORTS AND EXPORTS OF THE UNITED STATES.

From the Bureau of Statistics, Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1901 and 1902.
	1900.	1901.	1902.	
MERCHANDISE.				
Imports—Free of Duty.....	\$ 842,288,761	\$ 881,512,618	\$ 408,644,902	\$+ 27,181,884
Dutiable.....	486,860,963	498,907,292	560,626,107	+ 61,718,815
Total.....	\$ 829,149,714	\$ 980,419,910	\$ 969,270,009	\$+ 88,860,099
Exports—Domestic.....	\$1,458,010,112	\$1,488,078,051	\$1,888,289,183	\$-104,769,468
Foreign.....	24,986,001	27,297,209	27,407,172	+ 109,963
Total.....	\$1,477,946,113	\$1,465,875,860	\$1,960,696,355	\$-104,679,505
Excess of Exports.....	\$ 648,796,899	\$ 584,955,950	\$ 891,426,346	\$-198,529,604
GOLD.				
Imports.....	\$ 66,749,064	\$ 54,761,880	\$ 44,162,767	\$- 10,999,118
Exports.....	54,184,622	57,763,939	86,080,576	- 21,758,868
Excess of Imports.....	\$ 12,614,461		\$ 8,182,191	
Excess of Exports.....		\$ 8,022,059		
SILVER.				
Imports.....	\$ 40,100,843	\$ 31,146,782	\$ 26,402,985	\$- 4,748,847
Exports.....	66,221,664	56,688,859	49,272,964	- 6,965,404
Excess of Exports.....	\$ 26,121,821	\$ 24,491,576	\$ 22,870,019	\$- 1,621,557

IMPORTS AND EXPORTS OF MERCHANDISE.

	1899.	1900.	1901.	1902.
IMPORTS.				
January.....	\$ 58,289,771	\$ 75,897,102	\$ 69,807,080	\$ 79,188,192
February.....	80,258,452	68,838,941	64,501,699	69,850,459
March.....	72,820,746	86,622,456	75,896,884	84,227,082
April.....	65,208,228	76,610,262	76,639,181	76,822,268
May.....	70,160,873	71,653,626	78,642,708	75,689,087
June.....	61,767,809	61,001,867	68,404,667	73,115,054
July.....	60,101,744	68,659,692	78,082,435	78,147,874
August.....	66,643,810	61,820,488	78,127,217	78,923,281
September.....	70,711,965	59,568,600	66,826,818	87,736,846
October.....	72,282,289	70,681,034	81,446,763	87,419,188
November.....	70,096,981	65,854,040	72,566,307	85,894,024
December.....	70,738,848	68,697,207	79,929,271	94,807,204
Totals—12 months ending December.	\$ 798,967,410	\$ 829,149,714	\$ 880,419,910	\$ 969,270,009
EXPORTS.				
January.....	\$ 115,591,446	\$ 117,597,148	\$ 186,825,601	\$ 129,145,180
February.....	96,887,151	119,426,965	112,967,014	101,569,635
March.....	104,559,689	134,157,225	124,478,648	106,749,401
April.....	88,794,878	118,772,580	120,764,190	109,169,878
May.....	98,841,247	118,427,849	124,567,911	107,521,081
June.....	96,894,227	108,651,957	102,774,363	86,240,488
July.....	94,926,170	100,452,807	109,452,510	88,790,627
August.....	104,648,020	108,576,965	108,024,209	94,942,810
September.....	109,886,677	115,901,722	106,989,926	121,232,884
October.....	125,966,527	168,889,680	145,659,415	144,827,428
November.....	128,755,911	186,702,324	186,455,639	126,200,620
December.....	128,268,033	145,889,871	186,941,539	148,006,828
Totals—12 months ending December.	\$1,275,467,971	\$1,477,946,113	\$1,465,875,860	\$1,860,696,355
Total Imports and Exports...	\$2,074,435,881	\$2,807,095,827	\$2,845,795,770	\$2,329,966,864
12 months ending Dec.: Excess of exports.	\$ 476,500,561	\$ 648,796,899	\$ 584,955,960	\$ 891,426,846

PROGRESS OF THE UNITED STATES IN ITS AREA, POPULATION AND MATERIAL INDUSTRIES,

As reported by the Bureau of Statistics, Washington.

AREA, POPULATION AND INDUSTRIES.	1800	1850	1900
Area*.....square miles	827,844	2,980,959	8,025,600
Population.....	5,808,488	23,191,876	76,803,887
Population per square mile.....	6.41	7.78	25.22
Wealth†.....		7,185,780,000	794,800,000,000
Wealth per capita.....		807.69	1,235.86
Public debt, less cash in Treasury \$.....	\$82,976,294.35	\$68,459,778.55	\$1,107,711,267.89
Debt per capita, less cash in Treasury.....	15.68	2.74	14.52
Interest-bearing debt.....			1,028,479,980
Annual interest charge.....			88,645,180
Interest per capita.....			.44
Gold coined.....	817,760	81,981,789	99,272,948
Silver coined.....	224,296	1,866,100	86,295,821
Gold in circulation.....			610,906,472
Gold certificates in circulation.....			200,783,019
Silver in circulation.....			142,050,384
Silver certificates in circulation.....			408,465,574
U. S. notes (greenbacks) outstanding.....			846,681,016
Nat'l bank notes outstanding (October 31).....			831,680,188
Circulation of money.....			2,055,150,998
Circulation per capita.....			26.98
National banks in operation January 1.....No.			8,803
National banks—capital.....\$			608,588,045
Bank clearings, New York.....\$			51,984,588,564
Bank clearings, total, United States.....\$			84,582,450,081
Deposits in national banks.....\$			2,628,987,522
Deposits in savings banks.....\$		48,481,180	2,449,547,885
Depositors in savings banks.....No.		261,354	6,107,088
Farms and farm property, value of.....\$	8,967,848,580		20,514,001,538
Farm products, value of.....\$			8,764,177,706
Manufacturing establishments.....No.		128,026	512,734
Manufactures in United States, value of.....\$	1,019,103,616		18,089,279,566
Imports of merchandise.....\$	91,252,768	178,509,526	849,941,184
Imports of merchandise per capita.....\$	17.19	7.48	10.89
Exports of merchandise.....\$	70,971,780	144,875,726	1,894,488,082
Exports of merchandise per capita.....\$	18.87	6.23	17.96
Production of gold.....\$		50,000,000	79,171,000
silver.....\$		50,000	74,583,496
coal.....tons		8,358,839	240,936,917
petroleum.....gallons			2,661,238,668
pig iron.....tons		568,765	18,789,242
steel.....tons			10,188,329
tin plates.....pounds			677,969,600
copper.....tons		650	270,598
wool.....pounds		52,516,969	288,636,621
wheat.....bushels		100,485,944	522,229,806
corn.....bushels		592,071,104	2,105,102,516
cotton.....bales	155,556	2,333,718	9,486,416
sugar.....tons		110,526	149,229
Sugar consumed.....tons			2,219,847
Cotton taken by mills.....bales		565,000	3,644,000
Cotton exported.....pounds		1,026,602,269	8,100,583,188
Railways in operation.....miles		9,021	194,321
Passengers carried.....No.			584,636,935
Freight carried 1 mile.....tons			141,162,109,413
Freight rates per ton per mile.....cents			.75
Passenger cars.....No.			26,786
Freight cars.....No.			1,358,467
Vessels passing through the Sault Ste. Marie Canal.....tonnage			22,815,584
Freight rates on wheat, Chicago to New York, per bushel:			
Lake and canal.....cents			4.42
Lake and rail.....cents			5.06
All rail.....cents			4 9/98

* Exclusive of Alaska and islands belonging to the United States.

† True valuation of real and personal property.

‡ Estimated. § Total debt prior to 1850.

GLEANINGS FROM THE CENSUS OF 1900.

Textile Industries (not incl. Flax, Hemp and Jute)....	value of products	\$888,892,869
Cotton manufacture.....	"	\$889,200,820
Cotton, Raw Cotton, produced.....	pounds	4,757,062,942
" exported.....	"	8,100,683,188
" domestic consumption.....	"	1,656,479,754
Wool, manufactures of.....	value of products	\$296,990,484
Silk, manufactures of.....	"	107,256,268
Flour and Grist Mill products.....	"	560,719,068
Slaughtering and Meat packing.....	"	786,562,488
Cheese, Butter and Condensed Milk—factory product.....	"	181,199,277
Oleomargarine.....	"	12,499,812
Beet Sugar.....	"	7,828,867
Cleaned Rice.....	"	8,728,726
Starch.....	"	9,232,984
Cotton Seed products.....	"	42,411,835
Alcoholic Liquors.....	"	840,615,466
Tobacco.....	"	283,076,546
Manufactured Ice.....	"	18,874,518
Leather—tanned, curried and finished.....	"	529,811,269
Boots and Shoes.....	"	261,028,580
Rubber Boots and Shoes.....	"	41,069,819
Leather Gloves and Mittens.....	"	17,048,656
Lumber.....	"	566,832,984
Clay products.....	"	95,538,862
Glass.....	"	56,589,712
Turpentine and Rosin.....	"	20,844,988
Paper and Pulp.....	"	127,826,162
Printing and Publishing.....	"	847,055,050
Dairy products.....	"	600,000,000
Poultry raised in 1899.....	"	186,891,877
Eggs.....	"	144,266,158
Milk, Butter and Cheese—farm product.....	"	472,869,265
Wool.....	"	45,723,709
Orchard Fruits.....	"	88,751,940
Potatoes.....	"	98,887,614
Iron and Steel products.....	"	804,084,918
Tin Plate and Terne Dipping and Black Plate Industries.....	"	61,912,619
Lead Smelting.....	"	175,466,804
Copper Smelting.....	"	165,181,670
Zinc Smelting.....	"	18,158,498
Electrical Apparatus and Supplies.....	"	91,848,889
Ship building.....	"	74,578,158
Locomotive works.....	"	35,209,048
Steam Railroad Car works.....	"	806,748,487
Carriages and Wagons.....	"	121,537,276
Bicycles and Tricycles.....	"	81,915,906
Agricultural Implements.....	"	101,207,428
Metal Working Machinery.....	"	44,885,229
Motive Power Appliances.....	"	85,120,218
Sewing Machines.....	"	21,129,661
Typewriters.....	"	6,982,629
Musical Instruments.....	"	44,514,463
Watches and Watch Cases.....	"	14,606,571
Pens and Pencils.....	"	4,222,148
Chemicals.....	"	62,678,780
Dyestuffs.....	"	7,850,748
Essential Oils.....	"	800,098
Explosives.....	"	17,125,418
Fertilizers.....	"	44,657,885
Paints and Varnishes.....	"	69,422,022
Total Chemical products.....	"	202,582,896
Petroleum Refining.....	"	128,929,894
Coke.....	"	85,585,445
Gas manufactured.....	"	75,716,698

MANUFACTURING INDUSTRIES OF ST. LOUIS, CENSUS OF 1900.

	Number of Estab- lishments	Capital Employed.	Value of Products.
Babbitt Metal and Solder.....	8	\$ 144,832	\$ 2,765,484
Boots and Shoes.....	29	2,804,644	8,286,156
Bottling.....	7	525,077	8,751,180
Boxes—Wooden Packing.....	17	572,157	1,246,548
Brass Castings and Brass Finishing.....	10	852,975	1,181,854
Bread and other Bakery products.....	887	2,265,728	4,817,756
Carriage and Wagon material.....	110	2,466,202	4,083,799
Cars—Railroad.....	8	2,880,982	4,974,662
Cars—General shop, construction and repairs....	6	945,145	1,355,099
Cars—Street.....	4	2,740,655	2,408,586
Chemicals.....	8	1,969,875	1,804,090
Clothing—Men's factory product.....	126	8,240,918	5,577,442
Clothing—Women's factory product.....	42	990,456	2,967,446
Coffee and Spice—roasting and grinding.....	20	2,271,298	4,765,564
Confectionery.....	48	1,248,547	2,997,685
Cooperage.....	44	1,146,562	1,686,862
Druggist Preparations.....	18	871,064	1,718,970
Flouring and Grist Mill products.....	16	1,386,107	4,004,062
Food Preparations.....	22	670,063	1,290,260
Foundry and Machine Shop products.....	189	9,582,677	11,628,140
Furniture Factory products.....	40	2,759,567	8,268,765
Iron and Steel.....	5	1,665,809	8,274,448
Ironwork—Architectural and Ornamental.....	18	1,686,358	1,768,698
Liquors—Malt.....	28	23,349,239	11,678,599
Lumber—Planing Mill products.....	51	2,026,508	2,867,160
Masonry—Brick and Stone.....	192	843,569	5,133,559
Millinery—Custom work.....	129	255,541	1,035,652
Paints.....	13	2,844,576	8,695,678
Patent Medicines and Compounds.....	78	2,054,745	2,698,010
Pottery, Terra Cotta and Fire Clay products.....	18	2,393,731	1,267,117
Printing and Publishing—book and job.....	178	3,560,123	4,420,147
Printing and Publishing—newspapers and period- icals.....	118	8,498,895	5,896,808
Saddlery and Harness.....	99	1,090,847	1,496,430
Slaughtering and Meat Packing—wholesale.....	21	2,512,806	12,267,582
Soap and Candles.....	13	2,261,696	8,437,735
Tin Smithing, Copper Smithing and Sheet Iron Working.....	214	1,357,793	2,180,484
Tobacco—Chewing, Smoking and Snuff.....	13	6,757,781	24,411,807
Tobacco—Cigars and Cigarettes.....	841	578,809	1,656,868
Wirework, Wire Rope and Cables.....	12	728,744	1,014,330
All other Industries.....	4,027	60,872,688	68,084,641
Total.....	6,782	\$162,179,381	\$238,629,738

THE WORLD'S FAIR OF 1904 AT ST. LOUIS.

WHEREIN IT WILL DIFFER FROM AND SURPASS ALL OTHER EXPOSITIONS.

By WALTER B. STEVENS, Secretary Louisiana Purchase Exposition.

The greatness of the World's Fair is casting its shadows before. On the lower plateau of Forest Park four of the eight exhibition palaces are nearing completion. The remaining four are rapidly taking form and shape. Upon the upper plateau the \$1,000,000 Art Building of steel and stone is rising from its foundations. Across Skinker Road four of the Washington University buildings are filled with the Exposition official forces. Six other University buildings are being pushed to finish for occupation. The site for Agricultural Hall, largest of the exhibit buildings, is ready; as also is that for Horticultural Hall, adjacent.

At this mid-winter writing the day of formal opening is sixteen months away. Yet the work of construction is being pushed at a cost of over a half a million dollars a month. Dedication day, the 30th of April, 1903, the Centennial Anniversary of the signing of the Treaty of Purchase, will find the physical approaching the finishing stages. Some of the great structures will be in readiness for the uses they are to serve. All of them will be so near completion that plans for installation of exhibits can be made definitely. Grounds and buildings for the World's Fair of 1904 will be farther advanced at the dedication in 1903 than has been the case with similar undertakings six months before the opening.

Such is the present condition that those who see for the first time the site and growing construction express amazement at the materializing plans. From Art Hill the visitor who has known only what he has read, looks upon a scene which in grandeur of conception and in magnitude of accomplishment prompts him to wonder. This is of daily experience.

The World's Fair has passed through the problematical period. Questions of finance, of site, of plans, of construction are "water which has passed over the dam." Matters of detail, and not too many of them, only remain for execution. Well assured in character and number are the exhibits which will fill these great palaces, in which linear distance is measured by miles, square space by acres. It is no longer

a question of filling the two hundred and more acres under roof, but of selecting the best from the excess of applications. The Division of Exhibits has come out victorious with its policy. This is to be the most perfect of World's Fairs. Scientific classification is to rule—not geographical interest or local pride. States and Territories will provide buildings for the comfort and convenience of their people, not for the conglomerate housing of their products, raw and manufactured. So, too, nations will place their exhibits where they belong in the palaces, side by side, in groups and classes with the exhibits of the whole world. When the visitor has seen the exhibits in the group space allotted he will have seen all there is of that group represented at the Fair. This result may be called in a sense a surrender of locality to the science of classification. It is the evolution of the World's Fair in the highest sense. It was not brought about without more than one struggle between the Exposition management and local influences. Here and there a State or section was not ready to admit without argument that classification should prevail as against geographical consideration. At the Chicago World's Fair, it will be remembered, several States insisted upon having in their buildings a heterogeneous collection of exhibits. At St. Louis the competition will be by class and group, and the award of the jury will possess a value and a distinction which it could not obtain with exhibits of the same kind scattered in many places.

The plan and scope of this World's Fair declared in the very beginning for processes. The purpose to insist upon operating exhibits was proclaimed. The fruition is assured. The wheels will go round in greater number and in more ways than at any previous World's Fair. There will be operation and manufacture instead of endless array of things made. Exhibitors have taken kindly to the opportunity to show how products are produced. The live exhibits will be everywhere. They will require more space and more people than the still installation. They will give to this World's Fair above all its predecessors, educational value. Some of the most intricate and interesting mechanical processes will be shown. So far has this idea of actual operation been carried that many of the utilities of the World's Fair will be established as exhibits and thus entered for the consideration of the jury of award. Portions of the power plant, pumps, lighting devices, fire-fighting inventions, lamps, sanitary appliances, cranes, road-making machinery and a hundred other things of use in the maintenance of the World's Fair will be contributions from the makers to show by actual accomplishment their merits.

Participation by the world in this World's Fair is determined. Acceptances by the leading nations and by many colonies, more than thirty in all, have been received. These have been followed by visits of foreign commissioners to select sites for buildings, to file formally

their requests for exhibit space and to familiarize themselves with the plans and policies of the Exposition. The unanimity of action upon the Western Hemisphere is particularly gratifying and impressive. From the British Dominion to the Argentine Republic the responses have come promptly and heartily until the presence of every nation is promised. Of similar character has been the action by the Orient. The leading nations of Europe have entered energetically upon their preparations to build and to exhibit.

A Chicago editor came to commend mildly and returned to proclaim in his newspaper "the national surprise in store at St. Louis." This Louisiana Purchase Exposition in its formative stages amazes for its unlikeness to all predecessors. The two plateaus with the rolling slope of one hundred feet descent between them, present exposition topography which is novel to begin with. When was there a World's Fair built with this marked difference in elevations? The Commission of Architects grasped the opportunity in the conception of their plans. It is apparent now that one great charm is to be found in the view downward upon the exhibit palaces, the lagoons and plazas, while another equal, if not even stronger impression in lingering effect, will be made by the upward view embracing the terraces, the cascades, the colonnades, the domes and towers in a wealth of emerald setting supplied by lawn and forest. The range of hills, amphitheatre-like, curving and jutting, from west to east, across the site, has afforded conditions which the makers have utilized to produce a World's Fair picture without counterpart. This good fortune of the site in its original topography impresses more and more as the uses of the slope and the relations of construction on the two plateaus are made plain.

No other World's Fair has enjoyed the opportunities the Louisiana Purchase Exposition will have to impress its magnitude and distinguishing characteristics before the formal opening. For several months of 1903 this World's Fair will have place in the public eye second only to that it will possess in 1904. The last week of April, 1903, will bring to St. Louis to dedicate the grounds and buildings a most distinguished body of men. The ceremonies occupying three days and celebrating the centennial of the signing of the Louisiana Purchase treaty as well as dedicating the location of the Exposition will draw to the city 150,000 strangers. These visitors will carry away the impression of profound and pleasing surprise at the preparations being made for 1904.

In June of 1903 the National Saengerfest will be celebrated upon the World's Fair grounds with a promise of 50,000 attendance.

In September of 1903 will be assembled in St. Louis the first international press congress ever held on this hemisphere. The attendance of 500 newspaper editors and writers from European countries is made certain by the action of the last congress held at Berne, Switzerland. From Mexico, Central America, South America, Cuba and Canada news-

paper representatives will be present. All organized bodies of newspaper men in the United States will send delegates. The interest already manifested in this Congress marks it as one of the most notable gatherings of the year 1903.

If there is a State, Territory or possession of the United States which will not be represented by exhibits at this World's Fair, such absence cannot be forecasted now. On the contrary the indications point to participation by every subdivision of this country. States and Territories have responded with a degree of promptness and on a scale not shown for the World's Columbian Exposition. In this winter of 1903 more than twenty Legislatures are sitting and legislation for the World's Fair is in progress where it has not been already enacted. The State and Territorial expenditures at St. Louis will be fifty per cent. larger than they were at Chicago.

"Our aim will be to make it fairly representative of the work the Government is doing for the people." So admirably expresses the head of the Board of Managers the purposes of the display which the National Government will make at the World's Fair. Congress has been liberal in the financial support. Upon the Government Building and exhibits will be expended \$1,500,000 with the wisdom acquired by much Exposition experience. The capital of the nation with its great official machinery, its numberless bureaus, its vast museums, its varied fields of effort to benefit the people, is situated nearly one thousand miles from the center of population. It has never been seen; it never will be seen by millions of people who will visit the World's Fair at St. Louis. The Exposition offers the opportunity to make accessible the best and most instructive features of government work to these people for a period of seven months. The expenditure needs no argument of justification. Government funds never were applied more directly or with greater profit to the benefit of the people than they will be upon this government exhibit.

The work of the Post Office Department in the actual performance of handling the mails will be carried on in full view of visitors. A railway mail car with one side of plate glass exposing all that is going on inside will be operated. Every method of mail transportation will be shown.

In an immense cage, larger than any in Washington or in Central Park, New York, with trees and bushes and rocks to simulate the forest, will be thousands of birds of all sizes and colors of plumage.

In the geological division, among other strange things, will be a restoration of the stegasaur, one of the largest of the extinct monsters of this continent, beside which the restored mastodon will appear small indeed.

In biology there will be the model of a whale with casts of anacondas and animals of extraordinary size.

The astrophysical observation will show its bolometer, the wonderful instrument invented to record changes of temperature so slight as a millionth of a degree. The collection of meteorites will come under this division.

The open air exhibits of the Department of Agriculture will occupy ten acres of ground. They will show grasses and grains, seed investigation, poisonous plants, bearing vines. The experimental work of the department in many directions will be carried on before the World's Fair visitors.

Indoors the chemical laboratories will conduct experiments in foods, in sugar and in water. The apparatus and instruments of the weather bureau will be in service.

Out of doors roads will be made and tested by hauling under the direction of officers of the government.

In entomology, in forestry, in the experimental station field, in the animal industry division, in other branches of its work the Department of Agriculture will have exhibits far more elaborate than ever before.

The spirit of life and motion, of actual operation, will enter into the government exhibits. Thus the Treasury Department will show the presses at work upon paper money and upon coins.

A special building will contain the exhibit of the Fish Commission. It will show in great aquariums the largest collection of fish ever made in this country, if not in the world. The Commission has recently added to the collection many new specimens from the Philippines and the other waters of the Orient. Among these is a sea monster which is called the electric light fish, having a sac of phosphorous on its head which gives out a glow like a headlight.

Chiefs of the Exhibit Departments are vying with each other to introduce in their respective buildings the greatest number and extent of living exhibits. In Manufactures, in Liberal Arts, in Machinery and in Electricity there will be motion and processes everywhere. It was to be expected that in these departments exhibitors might be induced to take the new departure in installation. But visitors will be surprised surely at the extent of activity which will prevail in some of the other Departments. In Transportation there will be provision for test in speed and power of locomotives. Automobiles will have a speedway. In Mines and Metallurgy, smelting and stamping will be shown in actual operation. Mining machinery will be in operation and the processes of producing from the ores zinc and lead especially will be shown. Cold storage and ice-making will be illustrated by a plant in operation with a capacity of over 1,000 tons a day. The garbage of the entire Exposition will be treated by a model plant which will be conducted for inspection by visitors. And in this connection will be other features of model city making, the architectural and artistic, the latest devices and appliances dear to the advocate of civic improvement.

The very highest development of fire-fighting and life-saving skill will be shown by a picked and trained company of pompiermen and firemen. Daily exhibitions will be given in answering alarms, in climbing five-story buildings on fire, and in suppressing the flames. In education there will be actual instruction of classes of the deaf and dumb and the blind. A printing establishment will show the methods of preparing plates and getting out an edition of a magazine. A model theatre will be equipped with all the latest devices and the operation of them will be shown. Briquettes, smokeless and efficient as hardcoal, will be manufactured from the cheapest of soft coal and coal dust. There will be almost no end to the variety of manufacturing which will be performed in the presence of visitors.

The evolution of the concession will distinguish the Louisiana Purchase Exposition. From the status of the sideshow, tolerated in the past on a percentage, the privileged amusements are to be advanced at St. Louis to a more prominent place. Architectural picture, exhibits and concessions here become co-ordinate attractions. In the theory of organization the Director of Concessions takes his place on equal footing with the Director of Works and the Director of Exhibits. The Committee on Concessions has been made one of the most important of the subdivisions of the Board of Directors.

Never before have the possibilities of the concession been recognized and encouraged as at St. Louis. Fruits of this policy are seen in the maturing and contemplated expenditure of the concessionaires. The investment will be in the millions of dollars, several times greater than at any former universal Exposition. From more than 2,500 applications and suggestions, the Director of Concessions and his Committee have made their selections and concluded negotiations. The globe has been searched for amusements and reproduction of life of other countries, the presentation of which will add to the interest of the World's Fair.

This evolution of the concessions is natural and legitimate. Construction on the World's Fair grounds will present the architecture of all nations. The exhibit palaces will show by classes and groups the raw products and the processes of manufacture. Why should not the concession satisfy curiosity and interest in the vocations, the recreations, in brief, the daily life of the peoples of the earth? And that they will do in magnitude and in variety which no previous Exposition has attempted. The highway of concessions will be a tour of the world. Jerusalem with wall and gates and those places of sacred historic interest will be reproduced and populated by several hundred persons of various crafts and callings brought from the Holy City to represent its every-day life of the present. As much as the space of a dozen city blocks will be embraced in this reproduction. The topography even

•

will be selected to conform to those portions of Jerusalem which are to be copied. Several hundred thousand dollars will be expended upon the Jerusalem concession before the gates of the World's Fair open.

Another ambitious and assured feature will be an extensive reproduction of a famous locality of Switzerland where Tyrolese will give to the scenery the animate representations of life among the Alps. Here again money will be expended upon a scale not dreamed of in the days of the Columbian Midway. A street from Japan will be constructed true to that country and will be lined with shops and places of entertainment conducted by Japanese.

China for the first time in her history will participate as a government, and will have exhibits under the auspices of an Imperial commission, occupying many thousand square feet of space in the palaces. The preparation of these exhibits especially in the form of curios has been going on for months. But perhaps of more interest to the visitor will be the Chinese street, upon which the Chinese people will have their home industries, their theatre, their joss house, their shops and their restaurant. From Ceylon will come the swarthy East Indians to serve and entertain in a tea garden typical of that country.

In the presentations of life in the Orient the Filipinos will be especially strong. They will occupy a reservation as large as that of an American town of a thousand people. They will come from a dozen different tribes. They will live in the same kind of homes on water, on plain and in tree tops that they do in the Philippines. They will carry on the industries, engage in the recreations and live the lives that they do in the archipelago. Besides the settlement of Filipinos will be camped a battalion of the native soldiers presenting a semi-daily drill. A Filipino orchestra of one hundred players will illustrate the musical talent of the islands.

Africa, Europe and South America will have streets and villages in the group of concessions. The South Seas will be represented in this polyglot city of the world. Mexico will send a troop of her famous and picturesque mountain cavalry, the Rurales, as well as a full military band. These communities, reproducing life from all of the continents, will number several thousand people, and will occupy more space than was given to the entire Paris Exposition of 1900.

Processes instead of products will give the exhibits in the palaces distinguishing character in this Exposition. So, too, living illustration will enter into other features of the Fair. A Company of Artillery will camp upon the ground to man the seacoast battery and to handle daily the great gun weighing 115,000 pounds. A government life-saving crew from the coast will occupy a station by the lake and give daily exhibitions of the uses of life-saving appliances. A battalion of marines will be located on the grounds to show by regular drills the efficiency and importance of a branch of the military service scarcely known to

the interior of the United States until the late war with Spain. The Marine Corps, composed of a few men and almost unknown, is now, with the rapid growth of the navy, enlarged to an army of several thousand men trained for sea and land service. The sea soldiers will be strongly represented at the World's Fair.

With the assurances of government support and the incorporation of the Exposition Company, a movement was inaugurated early in 1901 to insure a certain basis of organized attendance. As the result of this steady effort of many months, there will be held in St. Louis during the World's Fair year, 140 national and international conventions. It seems probable that this number will be increased by bodies meeting in 1903 to 160 conventions to be held in St. Louis during 1904. This does not take into account the series of International Congresses now being arranged as a department of the World's Fair organization to be held under the auspices of the Exposition management. The 140 conventions are bodies which meet annually, biennially, or quadrennially. They will number from 250 to 2,500 delegates and each of these conventions will bring to St. Louis from 500 to 5,000 people with the World's Fair incentive added. These conventions will be well distributed through the period of the Fair from April to December.

International Congresses, apart from these conventions, will be arranged by a Director of Congresses and an Advisory Council composed of heads of great educational institutions. Possibly a better description would be one great International Congress of Arts and Sciences with more than one hundred sections. In this Congress the leaders of the World of Art and Science are to be brought together, adding to the material and to the amusing features an exhibit of the best thought of all nations.

The proposed flying ship tournament with its capital prize of \$100,000 has prompted such extensive preparation that a contest of great interest is assured. To this have been added athletic contests to be given in a great stadium; an international contest of carrier pigeons, and an international horseshow.

The World's Fair of 1904 is growing beyond all anticipations.

ST. LOUIS.

The fourth city of the United States in population.
The largest and most important city in the Louisiana Purchase.
The largest manufacturer of tobacco in the world.
Has the largest drug house in the United States.
Has the largest woodenware house in America.
Has the largest hardware house in the country.
Is the largest dry goods market west of the Alleghanies. 1
Has the largest shoe house in the world.
The largest shoe distributing city in the Union.
Is the largest millinery market in America.
The largest inland coffee distributing center.
One of the great railroad centers.
The principal city on the longest river in North America.
The largest hardwood lumber market in America.
Makes more street and railroad cars than any other point.
The largest horse and mule market in the world.
A prominent manufacturing center.
Has the best rapid transit system known.
Will have the greatest World's Fair in history in 1904.
Leads in output of American-made chemicals.
Prominent in the manufacture of proprietary medicines.
Receipts of grain in 1902, 70,437,072 bushels.
Receipts of flour in 1902, 2,217,685 barrels.
Flour manufactured in 1902, 1,322,530 barrels.
Banking capital and surplus, 1902, \$84,940,578.
Bank clearings in 1902, \$2,506,804,320.
Leads in manufacture of stoves and ranges.
Tonnage received and forwarded in 1902, 29,737,577 tons.
Death rate per thousand in 1902, 16.66.
Largest brewery in the United States.
Has 92 public schools, with 84,774 scholars.
Largest and most complete railway station in America.
Has 18 public Parks containing 2,125 acres.
St. Louis post office ranks first in ratio of expenses to receipts.
Receipts at St. Louis post office in 1902, \$2,735,674.
Pieces of mail matter originating in St. Louis in 1902, 282,321,446.
Is renowned for beautiful residence districts.
Has 19 miles of river front.
Real estate transfers in 1902, \$45,123,135.
Value of buildings erected in 1902, \$12,854,035.

ST. LOUIS IN 1901 AND 1902.

	1901.	1902.
Area, square miles.....	62¼	62¼
Population.....	600,000	621,000
Real Estate and personal, assessed value.....	\$394,722,700	\$418,046,800
Bonded debt.....	\$18,916,278	\$28,916,278
Houses erected, number, 4,502 in 1902; 5,722 in 1901; cost.....	\$18,207,991	\$12,864,085
River front, miles.....	19	19
Public parks, number, 18, acres.....	2,125	2,125
Paved streets, miles.....	451.5	451.5
Paved alleys, miles.....	115	119
Sewers, miles, 581¼; cost.....	11,651,075	\$12,024,878
Conduits for under-ground wires, miles.....	141	170
Water supply, capacity gallons per day.....	100,000,000	120,000,000
Water supply, average daily consumption.....	65,891,086	67,179,600
Receipts from water licenses.....	\$1,712,966	\$1,770,242
Public Schools, number, 52; Teachers, 1,828; Scholars, 1902, 64,774; cost.....	\$5,887,850	\$6,354,861
New Union Station, 52 tracks, covers acres.....	11	11
Railroad lines terminating in St. Louis.....	28	24
Street Railroads, miles single track.....	182.943,261	887.67
Passengers carried.....	\$5,706,811	145,667,867
Revenue of the City from taxation.....	17.72	\$5,418,896
Revenue of the City from Special Taxes and Licenses.....	16.86	\$1,442,866
Death rate per thousand.....	\$2,240,429	\$2,785,674
Post Office, cash receipts.....	245,784,171	282,821,446
Post Office, Pieces of Mail originating in St. Louis.....	17,686,828	18,477,729
Tonnage, Total tons received.....	10,862,386	11,159,848
Tonnage, Total tons shipped.....		\$233,629,738
Manufactures, product, census 1900.....	\$2,270,680,216	\$2,506,804,320
Bank clearings.....	\$59,337,970	\$87,267,173
Bank and Trust Companies, capital and surplus.....	80,766,853	82,598,541
Tobacco, manufactured, pounds.....	78,050,402	83,932,748
Breweries, output, gallons.....	60,059,798	70,437,072
Grain, receipts, bushels.....	1,505,234	1,322,530
Flour manufactured, barrels.....	7,000,000	7,500,000
Public Elevators, 9; capacity, bushels.....	2,905,000	8,115,000
Private Elevators, 19; capacity, bushels.....	1,800,235	2,007,720
Lead received, pigs.....	2,023,895	2,357,335
Zinc and Spelter, slabs.....	969,881	1,181,628
Cattle received, number.....	2,236,945	1,494,395
Hogs received, number.....	534,115	540,443
Sheep received, number.....	149,716	122,697
Horses and Mules received, number.....	913,828	766,419
Cotton, receipts, bales.....	4,902,713	5,648,294
Coal (all kinds) received, tons.....	\$100,000,000	\$120,000,000
Dry Goods, Notions, and kindred lines..... Sales.....	\$70,000,000	\$75,000,000
Groceries and kindred lines.....	\$43,500,000	\$50,000,000
Boots and Shoes.....	\$45,000,000	\$41,000,000
Tobacco and Cigars.....	\$37,500,000	\$35,000,000
Hardware, shelf and heavy.....	\$10,000,000	\$10,000,000
Woodenware.....	\$25,000,000	\$40,000,000
Lumber.....	\$4,500,000	\$4,500,000
Candles.....	\$17,624,285	\$18,000,000
Beer.....	\$7,000,000	\$7,000,000
Clothing.....	\$33,000,000	\$33,000,000
Furniture and kindred lines.....	\$5,000,000	\$3,000,000
Stoves and Ranges.....	\$21,500,000	\$20,000,000
Agricultural Machinery and Vehicles.....	\$15,000,000	\$15,000,000
Iron and Steel and Wagon Material.....	\$25,000,000	\$30,000,000
Electrical Machinery, Goods and Supplies.....	\$7,000,000	\$6,000,000
Paints and Paint Oils.....	\$3,500,000	\$5,000,000
Saddlery and Harness.....	\$5,000,000	\$5,000,000
Hats, Caps and Gloves.....		
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals..... Sales.....	\$40,000,000	\$40,000,000
Glass, Glassware and Queensware.....	\$5,500,000	\$5,000,000
Brick, Terra Cotta and Clay products.....	\$4,000,000	\$5,000,000
Wool, receipts, 26,578,060 lbs 1902; 25,877,110 lbs 1901; value.....	\$10,500,000	\$12,000,000
Hides, receipts 1902, 56,237, 220 lbs.....		\$10,000,000
Carpets and kindred lines.....		\$4,500,000
Railroad and Street Cars.....		\$20,000,000
Paper, Stationery and Envelopes.....		\$5,000,000

REVIEW.

St. Louis, the commercial capital of Missouri, the largest and most important city in the Louisiana Purchase, has shared plentifully in the general prosperity of the past year. This is evidenced by increased business of the Clearing House, a larger volume of tonnage handled, additional rail lines seeking entrance, enlarged terminal facilities, a decided increase in the amount of mail matter handled, an extension of trade territory and consequent larger sales by jobbers and manufacturers, larger banking capital and surplus, a marked increase in the grain trade, and by the general satisfaction as to the year's business and the bright prospects for the future.

The trade territory of St. Louis now extends over the entire country, some lines selling goods in every State in the Union, and a number doing considerable foreign business.

The rapid development of the great Southwest, and the special inducements offered to homeseekers by the various railroads traversing that territory, will further develop the commerce of St. Louis in the very near future, by opening up a trade which will be naturally tributary by nearness of location, and accessible by direct rail lines. The fact that there are no large jobbing houses between this gateway and the Southwest, gives to St. Louis and her sister city on the Kaw special advantages for controlling the trade of this vast, and as yet, undeveloped territory. That our merchants and manufacturers will improve this opportunity is evidenced by the fact that already the trade of that section is largely controlled by St. Louis.

The increased and increasing importance of St. Louis as a great commercial center is also emphasized by the fact that during the last year one of the great trunk lines of the West has secured entrance to the city, and others are contemplating extending their rails to St. Louis when terminal facilities can be obtained. Established roads have increased their mileage by the absorption of connecting lines, and the Terminal Association has entered upon a most extensive addition to the facilities for handling both freight and passenger business; the present terminals being entirely inadequate for the rapidly increasing traffic. One of the most important of the Terminal's projected improvements is the erection of an additional shore pier to the Eads Bridge, by which passenger trains may be diverted to the elevated track on the river front, and thus reach the Union Station without passing through the tunnel. On another page, under the head of Transportation, will be found a review in detail of the increase in rail facilities during the year.

The bank clearings of a city indicate, perhaps, more forcibly than any other statistics, the condition of trade. During the past year the clearings

of St. Louis banks and trust companies amounted to \$2,506,804,320, an increase of 10 4-10% over 1901, and the largest in the history of the Clearing House. Banking capital has been increased, and the combined capital and surplus of the banks and trust companies is now \$87,267,173, with deposits amounting to \$209,522,208.

In financial circles there was an abundance of money for the business of the community. The enormous crops required vast sums to move them, and the money was at hand when needed. This city handled considerable outside paper, and important sums were loaned in the East. A number of large transactions were financed exclusively by local houses, proving that this metropolis can bank for its customers, as well as sell them goods. Among the important transactions of this character was the handling of a ten million dollar bond issue of a Mexican railway, the organization and re-organization of a number of steam and street railways, electric light and power companies, and the financing of a number of industrial combinations. The local banks and trust companies have become financial powers of the country. During the year there were two consolidations of financial institutions, and three new banks and one new trust company entered the field.

The statements of tonnage received and handled is a good index as to the volume of business. Carefully compiled reports from the various rail and water lines show that during the past year 29,737,577 tons of freight were received and forwarded from St. Louis, being an increase over 1901 of 978,913 tons.

The postoffice returns also reflect with great accuracy the business activity of a city. It appears that during the past twelve months the cash receipts of the St. Louis postoffice were \$2,735,674, as against \$2,240,429 in 1901, while the total number of pieces of mail matter originating at St. Louis increased from 245,784,171 in 1901 to 282,321,446 in 1902.

The harvests of 1902 were the most bountiful ever produced, and the State of Missouri was among the first in yield per acre. St. Louis being the natural market for the surplus of the great Western States, received her full share; the aggregate receipts of cereals being 70,437,072 bushels, the largest in many years. If to the grain receipts is added flour, in its equivalent in wheat, the receipts would be equal to 80,416,654 bushels. The business of the year was profitable and eminently satisfactory. In speculative lines the business was more than up to the average, and was steady and profitable. In the many other lines of business transacted on the floor of the Exchange, both the volume of business and results were gratifying, so that it can be recorded that 1902 was a prosperous year for the members of the Merchants' Exchange.

The growth of St. Louis is demonstrated by the erection during the past year of many large commodious buildings for the wholesale trade, notably in the Washington avenue district, and many large office buildings. The older houses have moved into the larger and more modern structures, while the vacated premises have been quickly taken by new houses. The same

condition has prevailed in the resident district. The increase in population has created a demand for dwelling houses which has been difficult to fill. Many new residences of modern size, as well as others of superior excellence; also a number of large apartment houses, have been erected, all of which have readily found tenants.

Large sums have been expended in remodeling and refitting a number of down-town hotels. In the West End the residence hotels find use for all their rooms, and a number of new hostelries have been contracted for there and in the center of the city. The business of public entertaining is well provided for. Many new buildings are arranged for, to be completed in time to provide entertainment for the thousands who will visit the city during the World's Fair in 1904.

The announcement that St. Louis will hold in 1904 the Greatest World's Fair in history, has drawn the attention of the world to this city, and the advertisement thus given has been one of the causes of increased volume of trade. A number of new houses in various lines have located here, and the general business has been largely augmented.

In dry goods and kindred lines St. Louis has made great progress in recent years, and is now the largest distributor in this line in the West. Notwithstanding the fact that the years 1900 and 1901 witnessed very large gains in this line, the business of 1902 shows still further progress. The capital invested in dry goods, cloths, notions, silks, furnishings and similar lines, was increased largely, while the amount of sales are estimated to have increased 10 to 15%, making the total volume of business in this line at least \$120,000,000. All the dry goods houses report an increase in sales; not only in territory heretofore occupied, but in new fields in the Central States east of the Mississippi River, and in the far away States in the North and Northwest. A number of houses are now manufacturing many articles, such as skirts, neckwear, suspenders and ready-made garments, and the growth of this department is more rapid and noteworthy than any other feature of the business. Prices were slightly advanced during the year in cotton products, but in other lines were practically unchanged.

In no line has there been a more rapid development than in the shoe trade. St. Louis now holds first place as a jobber of shoes. It may be asserted that Boston is the largest shoe market in the world. This is true if in the Boston business is included the output of New England manufacturers, who from their Boston offices make sales of goods that are shipped direct from the factories to the wholesale dealers throughout the country. But if the business of the Boston shoe houses, as jobbers to the retail dealers is considered, St. Louis easily leads. As a manufacturer of shoes, St. Louis has made rapid progress. Fully one-half of the goods sold are the output of St. Louis factories, and are of the better grades; the cheaper lines being purchased in the East. This city is also the largest buyer of Eastern-made shoes. During the past year all the large shoe houses have increased their manufacturing facilities. A number of new factories have been erected and sites for others purchased. On another page will be found a statement giving in detail the statistics of the business.

In the line of hats, caps and gloves St. Louis has retained its position as the largest market for soft hats in the United States. The year's business shows an increase throughout the line on an average of $12\frac{1}{2}\%$. In the glove department, however, remarkable progress has been made, and sales have increased fully 40%. The increase is most marked in the gloves made in this city, which are principally working and driving gloves and riding gauntlets. At the close of the year, orders were being booked for next spring, and they indicate still further increase in this business for the coming year. No hats or caps are made here, and the supply still comes from the East. The local jobbers have held their own in the South and Southwest, and made their principal gains in the Central West. The gross volume of the local business in hats, caps and gloves was in the neighborhood of \$5,000,000.

In wholesale clothing circles sales for the year are reported to have been about 15% greater in money value than those of 1901, but as it is also stated that prices were higher to a smaller or greater degree, the actual volume of business done is about the same as during the preceding year. Practically the entire output of the city is manufactured here. House stocks are lower than at any time within the experience of the trade, and good prices and sales are expected for the ensuing year. Important gains have been made in the sales to the far Northern States.

The wholesale millinery trade did a business during the year that foots up fully \$6,000,000. This is about $12\frac{1}{2}\%$ higher than the sales of the year before. Prices were unchanged. The most important gains in sales were made in the Southeastern States, Georgia and Florida being particularly prominent. This district is being won from rival markets in the East despite most discouraging freight differences. A new millinery jobbing house began business at the close of the year. St. Louis has become one of the greatest millinery markets of the country.

The jobbing silk business is growing rapidly in this city. In spool silk the sales for 1902 were more than 25% greater than those of 1901. The business of the past year almost reached \$2,000,000 in value. The local houses are all agents of outside concerns. The broad silk business is a new industry locally, being only about four years old; but in that limited time it has grown to the dignity of one of the recognized silk centers of the country. The sales of 1902 were one-third larger than those of 1901, and twice those of 1900. They approximate \$5,000,000. The local importations of 1902 were three times as great as those of any previous year. The heavy foreign buying of St. Louis jobbers has brought to the city every advantage possessed by New York—the American silk center par excellence.

In hardware St. Louis still maintains its striking pre-eminence. No other city in the world does one-half the business handled by the local jobbers in shelf hardware. Sales reached very close to \$35,000,000, and were fully 20% above those of 1901. The year was notable for the large number of new stocks sold to all parts of the country by St. Louis houses.

The export trade was satisfactory, and the only complaints were the usual ones about the falling off in Texas. Prices were practically unchanged.

In clay products, inclusive of building, paving and fire brick, piping, tiling and terre cotta, the business of the past year is said to have been 25% greater than that of the previous year, with sales in excess of \$5,000,000. St. Louis is a prominent producer and distributor of the higher grades of clay products. A healthy and growing demand is reported from Cuba and Mexico.

The money invested in the agricultural implement business in St. Louis was increased 12½ to 15% during 1902. The volume of business was not quite as large as that of 1901, principally because the drouth prevailing in 1901 throughout the St. Louis tributary country, which curtailed spring purchases. Towards the close of the year, however, business improved considerably, and the indications for the coming year are very bright. The export trade with Southern countries is growing steadily, but is not in a satisfactory condition in those communities that are operating on a silver basis. Prices are somewhat higher on account of advances in iron and steel.

Similar conditions were experienced by the dealers in buggies and vehicles, and the saddle and harness concerns. These lines are more closely in touch with the farming community than any other, and they unanimously report that the business of the past twelve months is below that of 1901. In every instance the spring trade fell off and showed a loss of at least 20% on the average. From August on business improved all along the line, and the year closed with enough orders on the books of local houses to insure substantial gains next year. St. Louis is the largest moderate-priced vehicle and buggy market in the country. Prices were about 7½% higher on the average. The bulk of the city's business is manufactured here. The city is not prominent in the high grade carriage business, but the local houses in that line were uniformly prosperous, and pronounce 1902 the best year in their experience, and 10 to 25% better than 1901. The saddle and harness business of St. Louis is a solid and substantial part of the local commerce. The sales of 1902 amounted to about \$5,000,000. Besides the manufacturing of harness, all the local houses are extensively engaged in the jobbing of material, supplies and saddlery hardware.

The position of St. Louis as a lumber market remains unexcelled. The woods of the South have grown in consumption considerably in excess of those of the North, and this city is the center of the Southern Lumber World. During the past year twenty new firms opened general sales offices here, and almost all the big operators of the country are operating in this market. Receipts of 1902 are in excess of a billion and a half feet; the St. Louis business made up of direct shipments, which never touched this point, are reported to have been at least 750,000,000 feet.

St. Louis is the largest drug market in the West. The trade of 1902 was in the main satisfactory. The value of business in the drug trade proper is placed at \$7,000,000. The field of operations for the wholesale dealer is

gradually being curtailed by the disposition of the manufacturer to deal direct with the retail trade. This condition prevails throughout the country, and has compelled the wholesale dealers to enter the field of the manufacturer and put out their own pharmaceutical and proprietary goods. The local proprietary medicine houses added largely to their business during the year, and several of these establishments have attained the very foremost place in their respective lines. As a manufacturer of heavy chemicals St. Louis occupies front rank, and the output is shipped to all parts of the United States and to many foreign countries. Take the trade as a whole the aggregate of sales during the past year was fully \$40,000,000.

In paints and oils the volume of trade was practically the same as for the previous year. There was a falling off in the spring trade, but an improvement in the fall business which made good the earlier loss. Sales were estimated at \$6,000,000. St. Louis is recognized as the best market in this line in Trans-Mississippi territory.

In the distribution of iron, heavy hardware and wagon material St. Louis maintained its position as one of the most important points in the country. The business of 1902 was 15 to 20% greater than in 1901, and totaled in the neighborhood of \$15,000,000. The dealers did all the business within their power, as the mills have for some time been several months behind their orders. The demands on the local market were far in excess of the ability of the mills to supply them. Prices ruled higher. The prospects for 1903 are exceedingly bright.

So firmly established is this city in the position of the leading woodenware market, that there is really only one large house in this line outside this city. St. Louis markets more than one-half the woodenware of the country. The business of the past year showed a decided increase over the preceding. Sales approximated \$10,000,000, and the trade territory covered the entire United States.

The paper business of St. Louis for 1902, including stationery and envelopes, was in excess of \$5,000,000. The year's gain is estimated at 33½% in money value; partially explained by the fact that prices ruled between 20 and 25% higher on the average. The paper mills of the East were constantly behind their orders. The local factories devoted to the manufacture of envelopes showed gratifying gains.

This city is in the first rank as a trunk manufacturing point. A new factory, said to be unequaled in size in the United States, went into operation at the close of the year. The business of 1902 approximated \$1,500,000; practically the same as 1901.

The year in groceries was marked by an unique condition. The jobbers consider the business an improvement on 1901, although sales in that year were greater than in the one just closed. The paradox is caused by the fact that the drought of 1901 was an important benefit to the trade of that year. Droughts always benefit the grocery business, because food producers are compelled to resort to the stocks of the grocery houses for their own subsistence. So the business of 1901 had an unnatural inflation, and that

of 1902 showed a healthy increase of normal sales. The straight jobbing business amounts to about \$55,000,000, and when this added to the operations of coffee houses, vinegar, spices, and other kindred lines, the resulting figures will exceed \$75,000,000. St. Louis is considered the leading market in the West for green and roasted coffee. Its advantages for receiving green coffee from Brazil accounts for the enviable position. Some of the largest and most prominent coffee roasting houses in the country are located here.

The glassware and crockery trade of 1902 shows marked improvement, justifying the statement that St. Louis has taken a prominent place in this line. The cut glass industry, started in 1901 has made rapid progress, and sales have increased ten-fold, extending principally through the West, South and Southeast, and a new factory is projected for the coming year. The crockeryware trade has also expanded, and sales have been large enough to control certain pottery factories in advantageous shipping locations. It is stated that sales were fully \$5,000,000.

In plate and sheet glass the year shows an increase in volume of 25% with prices somewhat lower. Impossibility to fill orders without serious delay was the only trouble with the trade. The World's Fair construction created a big local demand for window glass. Mirror glass sales made a large increase. The glass factories in this vicinity made decided gains, although the bulk of the goods still come from Indiana and Pennsylvania. An enormous plant, just outside the city, was nearing completion at the end of the year. It will be a force in the business of 1903. In ornamental or art glass, authorities estimate the increase of business at not less than 50%. St. Louis has the largest general art glass house in the country. Increased demands from planing mills for ornamental glass for stock purposes was an important factor in the prosperity. Bevelled plate glass, with metallic sash, is shipped from here all over the West and South. In bottles the volume of shipments were about the same as that of 1901, a condition extremely satisfactory to the trade, as 1901 was 35 to 40% over 1900. In this line, both as a manufacturing and distributing point, St. Louis occupies an enviable position. In beer bottles it is one of the two largest markets in the United States.

From "time out of mind" St. Louis has been the largest primary fur market in the world, and there is little danger of her pre-eminence being disputed. The season closing in 1902 was double that of 1901 in volume of business, and the season beginning in December, 1902, indicated an intention to at least equal the high water mark of the trade. The catch was unprecedentedly large, and at the same time prices were never better. The furs were sold to manufacturers from all parts of the United States and Canada, and large shipments were made to London, the greatest finished fur market in the world. The wave of prosperity is considered due solely to the enormous consumptive demand from fur-wearing regions, and no speculative holdings have affected the market.

In wool this city ranks second to Boston; 1902 was the best year in the history of the business. Sales were above \$12,000,000, an increase of 20 to

25%. Shipments were made to all parts of the country, and demands far heavier than usual from mills in the Mississippi Valley helped to swell the increase of local sales. Values were higher.

In hides there was a gain of about the same amount. The city ranks second in the marketing of domestic hides. The business of the year is conservatively estimated at \$10,000,000. Most shipments were made to tanners in Pennsylvania, New York, Wisconsin and Michigan; but the local demand was very heavy, because of the increased business of the several large tanneries located here.

In the way of electrical supplies St. Louis is fast coming to the front as a leading market. Jobbing sales in 1902 increased about 25%. The South and Southwest is the principal trade territory. The Mexican business is heavy, and branch houses of St. Louis concerns are located in that country. Shipments from local factories to Japan and the Orient are by no means small. In the way of electrical machinery business was very heavy with railroads and lighting plants. The World's Fair swelled the local demand.

The Mound City is very prominent in the jobbing and manufacturing of railway supplies. No city in the world enjoys a larger volume of business in this line; the reason being that many railway purchasing headquarters are located here. Another important cause is the undisputed fact that the development of railroad possibilities in the Southwest is easily twice as great as in any other district. Sales in 1902 were 20% over 1901, and the latter year was fully 40% over 1900. Local manufacturing interests are growing, and the products of St. Louis plants are used all over the American Continent, and on the railways of Europe. So widespread is the trade territory that business with Mexico and Canada is not considered export trade at all.

The furniture trade enjoyed a business as large, if not larger, than that of the preceding year. The city has attained a most prominent position in this line. Local factory interests are exceedingly large, and in the manufacture of cheap and medium grade furniture this city probably ranks first in this country. Shipments are made into every State, and the export trade is decidedly heavy.

In the manufacture and distribution of candies St. Louis is the most important point west of the Atlantic seaboard, and ranks second or third in the country. The business of 1902 was practically the same as that of 1901, with unchanged prices. The trade territory of the city extends from the Rockies to the Alleghenies, including the most northern tier of States, as well as the most southern.

Local carpet houses report a gain of 10% for the year. Sales were around \$4,000,000, and the entire country, with the exception of the Atlantic seaboard, was covered by shipments. New residents in the city coming from other quarters made a heavy increase in the local consumption. In carpets this is a most important jobbing center, and the business is increasing annually.

The cold storage facilities of the city are ample for its needs. The investment in these plants amount to \$1,600 000. Although in cubic capacity St. Louis is not the largest in the West, it unquestionably has the most complete facilities, because of its extensive system of pipes for the distribution of cold for the purpose of storing in any part of the business section. It is the only system of the kind in the West, and at the present time employs over three miles of piping. The amount of property stored during the year was far above former years.

Local manufacturers of stoves and ranges suffered during the past year from the effects of the drought of 1901. Sales for the first six months were very slow, and although the later months showed an increase over the same months of 1901, the whole year showed a falling off. The sales of the year are reported at \$3,000,000, and shipments were made throughout the country, with the exception of the New England States. Prices were higher because of advanced cost of every element of manufacture.

In the extent of its prominence in the manufacture of passenger and freight cars St. Louis enjoys a world-wide pre-eminence. More street cars are built here than in any other city, and one of the local street car factories is the largest in the world. During the past year 2,000 cars were shipped from this point, representing a value of \$4,000,000. The foreign shipments of the year amounted to 350 cars, and the largest invoices were to Germany, Argentina, Mexico and Brazil. Prosperous conditions for the future are indicated by the fact that orders are now on the books that will employ all the factories' resources until May. Prices have been higher because of increased cost of manufacture. Sales were \$15,872,108, and increase of \$4,199,193.93. The principal gains were made in the South and West. Important exports were made to Costa Rica, South America, Mexico and the Hawaiian Islands. One-tenth of the entire business of the country was done in St. Louis.

St. Louis has so long held the position of the leading tobacco market of the world, that the mammoth operations of the tobacco interests are an old story. The trade made an increase over the enormous sales of 1901 making the gross volume of business 82,593,541 pounds. In money value these sales figure in the neighborhood of \$26,000,000. The product of St. Louis plants (mostly plug tobacco) was shipped all over the United States, and exported to foreign countries. Prices were about the same as in 1901. In addition to the amount manufactured, there were 17,962,416 pounds of tobacco (mostly smoking) received from other points.

While not prominent in the manufacture, St. Louis is a large distributor of cigars, and sales increased the past year to some 12½ to 15%. The sales for the year are estimated at 275,000,000, at an average value of \$44 per thousand.

In the brewery line the year settled the fact that St. Louis has the largest beer brewery in the world. This point has been contested for some time, but is generally considered settled. The business in general increased 15%, making the total volume in the neighborhood of \$18,000,000.

The beer is sold in all parts of the country, and exports are very heavy. The new American possessions have become large handlers of the product, and the widespread distribution is attested by not an unimportant shipment into Germany, the birth place of lager beer.

In retail merchandising the volume of business was highly satisfactory in extent and prices. An unusual number of notable expansions and new enterprises distinguished the year. One of the department stores practically doubled its capacity for business, and at the same time added a handsome building to the retail section of the city. A new department store of first importance entered the field, and a large clothing and furnishing house opened its doors for the first time this year. A number of smaller concerns engaged in extensive lines began operations. Some of these were newcomers in the commercial field, and others recognized the advantages of the Mound City by moving here from other places. Throughout the year the retail district has worn an air of prosperity and substance that went to prove the general flourishing condition of the community.

In summing up the records of the year we find that the good old city of St. Louis has not merely held her own commercially, but has made a decided advance in the development of her trade and commerce.

With an unsurpassed location in the business center of this great country, with an unexcelled system of rail and river transportation, with a financial standing second to no other community, her future is bright and promising, and her position firmly established as the great metropolis of the great Mississippi Valley.

THE COMMERCIAL FUTURE OF ST. LOUIS.

By WILLIAM FLEWELLYN SAUNDERS, Secretary and General Manager of
The Business Men's League of St. Louis.

Considering the time of its incorporation as an American city as its birthday, St. Louis is the youngest of the four great cities of the United States, but it is the lustiest. Its percentage of commercial growth during the past ten years was greater than that of either one of the four. In 1890 its commercial position was somewhat vague and uncertain. At the end of 1902 it is plain that there is a great city here, and that it is one of the commercial powers of the country. It is the fourth city of the United States in population, and the fourth in point of manufacturing product, and it is one of the two cities that stand highest as to credit in home and foreign money markets, New York being the other.

If one will trace the history of the great cities of the world, beginning with the older countries and proceeding then to the new world, one will come to believe that the development of the settlement into the metropolis is just as much a matter of natural advantages as it is a matter of enterprise on the part of the people who found the town and live in it. The most active and industrious people have never been able to build into importance a town which was situated ill as to tributary commercial territory. Any one can recall examples of pathetic struggles of this sort. There would be years of hopeful efforts without result, and then the town would stop growing and relapse into existence as a village, while the most vigorous of its people went to places better situated. On the other hand a town founded well, as to tributary commercial territory, will not grow unless it has the energetic and sagacious people in it to use their opportunities and take advantage of the natural situation. It will attract this kind of inhabitants as its promise becomes known, and they will come to it from other cities that promise less.

The founder of St. Louis builded better than he knew when he established his trading station on the banks of the Mississippi. He founded a town which had all the natural qualities needed to make it a great city, and, appreciating its well chosen site, to it came people with the American temperament, muscle, and brain that had to be added to make the town grow into the city. St. Louis did not grow away from its surroundings, but grew with them. As the forests and prairies of the Mississippi Valley and the Southwestern country gave place to villages, towns and cities, and productive farms, they gave of their prosperity to St. Louis, and so made it stronger and greater year by year, while the city in return supported them. The bonds between the city and its dependent territory grew close

as they both became stronger. Now St. Louis is indisputably the supply point of a dozen States, including nearly a million square miles, where it has no rival, and it is sharing with other large cities in the commerce of at least six more States.

One may see with a much clearer eye the future of St. Louis in 1902 than it was possible to do ten years ago, when not only was the city itself in straits for the money needed for public works, but its trade future was still dependent upon conditions to be made. The improvement of the city itself has begun now on a very large scale, assisted by the work directly dependent upon the World's Fair and, more potent than this, forced on by the World's Fair spirit of progress. The most striking example of this is the remarkable amount of building going on in this city. This year \$13,000,000 were spent in the city upon hotels, dwellings, and buildings of other sort. There is strong evidence that \$20,000,000 will be spent in this way in 1903. The people of the State and city have decided that it is not fair to the city to make it pay as it goes. Posterity must pay for some of the benefits posterity will enjoy, and so it has been decided to issue bonds, and with the \$8,000,000 or \$10,000,000 thus secured, to add to the city's streets, sewers and the public buildings that are needed. A new charter is being made which will modernize the methods by which the city will be governed, and will moreover extend invitations to mercantile and manufacturing capital. When the World's Fair is over the net result will be a substantial gain in population and financial resources.

The extension of the trade of the city will be as marked during the next few years as the improvement within. This is an epoch of railway building in the South, the West and the Southwest, and every spike driven is building up St. Louis. The great Mississippi River, the natural freight carrier between St. Paul and New Orleans, is coming at last into its own. To solve the immense problem of freight transportation the river must be used. It is wasteful to let it flow on without an adequate burden of freight boats, its gigantic power unused. The railways which are the most practical students of economic problems in this country, are just beginning to understand that the river is not a rival but an ally, and that they must in the future handle freight by river as well as by rail. It will not be long before the north and south railway lines will enter upon the river transportation business systematically, re-enforcing their land lines, and will combine to secure from Congress the money to make the river navigable for heavy freight boats for its whole length. The development of territory bordering the river and tributary to St. Louis which will follow this, will be great, and St. Louis will control the trade of both the upper and lower river.

The foreign trade of St. Louis will not be any considerable factor of its commerce for sometime to come, because the domestic territory in the immediate vicinity of St. Louis promises more profitably at present. By foreign is meant trade with countries across the ocean. St. Louis already has a very large and fast growing trade in Mexico, and will undoubtedly

control that whole market whenever its manufacturers and wholesale men have their domestic territory under such control that they are willing to relax their efforts there and put out their whole strength on the Mexican trade.

In the matter of population New York, Chicago, Philadelphia and St. Louis are too far apart, and their growth is too nearly equal, year by year, for them to change their relative positions, at least within an ordinary lifetime. St. Louis moreover is too large now, and growing too fast to be approached by any smaller city in the future. The reasonable expectation of the city may be—

First.—That it will be one of the largest and most productive manufacturing cities of the world, considering the Missouri, Mississippi and Meramec as sources of electric power, and the unlimited fuel lying in the Missouri and Illinois mining districts nearby.

Second.—That it will be the selling and distributing city for a larger part of the United States than is supplied by any other city in the country, considering the commercial conditions of the West, the South and the Southwest, the situation of the city with respect to productive territory, the railway building now going on, and the river improvement probable.

FINANCIAL REVIEW.

By T. A. STODDART, Manager of St. Louis Clearing House.

The following statements of the banks and trust companies are condensed from the latest reports published, and furnished the Clearing House Association:

Trust Companies under date October 31, 1902.

Banks under date November 25, 1902.

With this information only at command the results of the full year could not be obtained, yet the figures for this fraction of the year show such gains in all lines that conditions cannot fail to be entirely satisfactory.

A notable feature of the year 1902 is the large increase of the capitalization and surplus of the banks and trust companies, for details of which refer to statements.

The dividends paid to shareholders during the year amount to:

From Banks.....	\$1,978,000
From Trust Companies	1,630,000
	<u>\$3,608,000</u>

The year 1901 excelled all former years in the amount of clearings, and now 1902 is in excess of 1901 by \$236,124.10.

The monthly and annual clearings for a series of years will be found in the following tables, as also information relative to matters pertaining to financial interests:

STATEMENT OF CAPITAL AND SURPLUS OF TWENTY BANKS AND TEN TRUST COMPANIES, 1902.

	CAPITAL	SURPLUS.	TOTAL.
Banks.....	\$20,450,000	\$20,019,948	\$40,469,948
Nine Trust Companies.....	20,365,800	24,104,830	44,470,630
Title Guarantee Trust Co., does not do banking business.....	1,500,000	828,595	2,328,595
	<u>\$42,315,800</u>	<u>\$44,951,373</u>	<u>\$87,267,173</u>

**COMPARATIVE CONDENSED STATEMENTS OF NATIONAL AND STATE
BANKS OF THE CITY OF ST. LOUIS.**

	December 1901.	December 1902.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$106,474,628 87	\$121,864,479 06	\$ 15,289,855 49	
Bonds and Stocks.....	24,271,210 81	27,270,305 89	2,999,095 08	
Real Estate.....	1,509,187 65	1,440,677 18		\$ 68,460 47
Cash and Exchange.....	48,622,744 78	50,628,921 96	2,006,177 18	
Total.....	\$180,877,716 81	\$201,204,853 59	\$ 20,326,127 75	\$ 68,460 47
LIABILITIES—				
Capital.....	\$ 17,900,000 00	\$ 20,450,000 00	\$ 2,550,000 00	
Surplus.....	12,169,968 04	20,019,948 04	7,859,985 00	
Circulation.....	11,067,885 00	12,849,740 00	1,281,905 00	
Deposits.....	139,749,918 27	148,884,696 55	8,634,777 28	
Total.....	\$180,877,716 81	\$201,204,853 59	\$ 20,326,667 28	

COMPARATIVE CONDENSED STATEMENTS OF TRUST COMPANIES.

	December 1901.	December 1902.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 50,201,025 91	\$ 65,999,499 29	\$ 15,798,473 88	
Bonds and Stocks.....	17,809,170 21	28,867,832 10	6,068,661 89	
Real Est. and Fixtures.....	1,921,969 35	8,386,668 09	1,414,678 74	
Cash and Exchange.....	18,468,694 92	12,404,148 81		\$ 1,064,546 11
Total.....	\$ 88,400,880 89	\$ 106,608,148 29	\$ 28,271,809 01	\$ 1,064,546 11
LIABILITIES—				
Capital.....	\$ 14,625,000 00	\$ 20,865,800 00	\$ 5,740,800 00	
Surplus.....	14,658,007 87	24,104,880 94	9,451,528 57	
Deposits, etc.....	54,122,878 02	61,187,512 86	7,014,689 88	
Total.....	\$ 88,400,880 89	\$ 106,608,148 29	\$ 22,207,262 90	

BANKS AND TRUST COMPANIES COMBINED.

	December, 1901.	December, 1902.	Increase.
RESOURCES—			
Loans.....	\$ 156,675,649 48	\$ 187,863,978 85	\$ 81,188,328 87
Bonds and Stocks.....	42,080,880 82	51,189,187 49	9,067,756 97
Real Estate.....	3,481,127 00	4,777,840 27	1,846,213 27
Cash and Exchange.....	62,091,489 70	68,083,070 77	941,631 07
Total.....	\$ 264,278,596 70	\$ 308,812,526 88	\$ 42,533,980 18
LIABILITIES—			
Capital.....	\$ 82,525,000 00	\$ 40,815,800 00	\$ 8,290,800 00
Surplus.....	26,812,970 41	44,124,778 98	17,811,808 57
Circulation.....	11,067,885 00	12,849,740 00	1,281,905 00
Deposits, etc.....	198,872,791 29	209,522,207 90	15,649,416 61
Total.....	\$ 264,278,596 70	\$ 308,812,526 88	\$ 42,533,980 18

DIVIDENDS PAID SHAREHOLDERS 1901 AND 1902.

	1901.	1902.
Banks	\$1,524,000 00	\$1,978,000 00
Trust Companies	1,080,000 00	1,680,000 00
	\$2,604,000 00	\$3,658,000 00

CLEARING-HOUSE STATISTICS.

ANNUAL CLEARINGS SINCE ORGANIZATION.

Year.	Amount.	Year.	Amount.	Year.	Amount.
1869.....	\$ 292,195,745	1881.....	\$ 832,631,880	1892.....	\$1,231,571,963
1870.....	887,407,729	1882.....	868,129,387	1893.....	1,139,014,291
1871.....	427,983,829	1883.....	870,961,645	1894.....	1,127,702,906
1872.....	494,535,276	1884.....	785,202,177	1895.....	1,244,323,654
1873.....	549,577,176	1885.....	759,130,425	1896.....	1,158,662,359
1874.....	596,266,881	1886.....	810,795,062	1897.....	1,366,703,956
1875.....	579,442,765	1887.....	804,527,781	1898.....	1,455,462,062
1876.....	523,006,820	1888.....	900,474,878	1899.....	1,638,384,203
1877.....	500,945,467	1889.....	987,522,629	1900.....	1,688,849,494
1878.....	477,144,748	1890.....	1,118,573,210	1901.....	2,270,680,216
1879.....	546,882,908	1891.....	1,189,599,575	1902.....	2,506,804,320
1880.....	711,459,489				

COMPARISON OF THE YEARS 1872 AND 1902.

	Capital and Surplus.	Clearings.
In the year 1872, there were: 41 Members of the Clearing House, and 17 Banks, clearing through members, 58 Total number of Banks	\$ 20,196,098	\$ 494,535,276
In the year 1902, there were: 18 Members of the Clearing House, and 22 Banks and Trust Co.'s clearing through mem- bers. 33 Total number of Banks and Trust Co.'s.....	87,267,173	2,506,804,320
Increase	\$ 67,071,075	\$2,012,269,044

CLEARING-HOUSE STATEMENT.

BUSINESS FOR THE YEARS 1898, 1899, 1900, 1901 AND 1902.

MONTHS.	CLEARINGS.				
	1898.	1899.	1900.	1901.	1902.
January.....	\$ 125,625,838	\$ 143,657,927	\$ 145,323,096	\$ 179,819,675	\$ 282,987,718
February.....	110,676,125	114,652,087	123,867,949	159,065,687	190,820,117
March.....	120,343,884	136,894,170	135,821,967	173,823,658	216,846,541
April.....	116,669,316	131,525,101	136,899,535	182,950,314	220,925,627
May.....	120,088,720	138,358,830	139,788,420	211,687,602	235,922,783
June.....	119,745,040	138,892,571	137,533,326	184,549,138	206,253,914
July.....	109,254,727	130,951,120	130,411,866	196,654,614	209,633,350
August.....	106,975,599	131,212,321	131,888,312	174,774,427	177,006,565
September.....	114,007,204	132,287,658	130,543,187	174,667,633	194,617,864
October.....	131,856,546	148,818,750	157,949,146	197,557,628	217,854,984
November.....	139,362,353	141,471,898	158,086,492	210,910,308	195,467,061
December.....	140,856,710	152,126,820	133,896,698	224,724,537	209,117,856
Aggregate....	\$1,455,462,062	\$1,638,343,203	\$1,688,849,494	\$2,270,680,216	\$2,506,804,320

MANUFACTURING INDUSTRIES, 1902.

By CHAS. E. WARE, Secretary St. Louis Manufacturers Association.

The growth of St. Louis manufacturing for the past year has been much more than normal. All of the plants in existence prior to the year have increased their capacity, and many of them almost doubled it. As nearly as it is possible to obtain figures without an accurate census, St. Louis proper at present has about 8,959 factories; large and small; and employs 100,000 persons. The annual payroll amounting to very nearly \$45,000,000. The value of the product of these factories will approximate \$325,000,000. There should be added to this the factories on the opposite side of the river, in Venice, Madison and Granite City, by reason of the capital invested in them and the interlocking with manufacturing interests in St. Louis. These factories employ over 5,000 workmen; and pay \$3,000,000 per year in wages; and produce nearly \$20,000,000. The same can also be claimed in regard to East St. Louis factories, which employ nearly 10,000 persons, and pay out in salaries about \$5,000,000, producing between \$30,000,000 and \$40,000,000 worth of product.

Several very extensive new lines of manufacturing have been established in St. Louis, during the year; notably one of the most complete and modern cement plants in the United States, fully equipped with the latest improved machinery, and with a capacity of over 1,500 barrels of the finest Portland cement per day. The mill is constructed with a view of doubling the capacity of the plant at relatively small cost. The erection of this plant in St. Louis has added over \$1,000,000 to the industrial investments, and the fact that in close proximity the very finest limestone and shale for the manufacture of Portland cement is found in the suburbs of St. Louis, makes it possible to produce the most excellent quality of cement at the very lowest cost of production. In connection with the plant great storage houses have been constructed, capable of storing 160,000 barrels at a time, and as Portland cement is improved by ageing, this will be of great advantage.

Another immense industrial plant established in St. Louis, or rather in its suburbs, is located at Valley Park, and is for the production of fine plate glass. The plant is one of the largest in the world. The necessary material for manufacturing glass is found in the immediate vicinity. This plant will produce the largest sizes of fine plate glass at an expense of about one-half of the former cost of producing such plates. It will employ over 1,000 persons, and a model industrial town is being built around it. Over \$1,500,000 capital is invested in the glass plant and the other industries connected with it.

These, with the other great industries, are the direct result of the superior railroad facilities that are now being arranged or constructed for St. Louis. The inner railroad belt entirely around the city within the city limits, has opened up new territory that can be obtained at reasonable prices, and with every city convenience possible for manufacturing purposes. And the outer belt around the city, and about three or four miles west of the limits, offers the finest facilities for immense plants similar to the glass plant above mentioned. These railroad improvements will all be completed within the next year or eighteen months, and will give the manufacturing industries cheap and ample shipping and receiving facilities.

Many new manufacturing companies have been organized within the past few months, and plants are being constructed, or will be finished during the next year. A new steel company has commenced operations at Granite City, with an investment of \$1,000,000, and employing over 800 men, and the plant is to be doubled during the year.

New packing houses are being erected in East St. Louis, and are very nearly completed, representing an investment of \$2,000,000, and requiring the services of 2,000 additional men.

It is proposed to build an enormous boiler and locomotive works at Granite City, and the plans are almost completed, which will add over \$1,000,000 to the capital already invested there in manufacturing industries, and will employ 1,000 mechanics.

It is impossible to give statistical figures that are entirely accurate, but the following may be taken as a close approximate of the present industrial condition of St. Louis and its immediate suburbs:

In St. Louis—

Factories in operation January 1st, 1903.....	6,959
Employees.....	98,914
Wages paid.....	\$ 53,715,825.00
Value of product, estimated.....	337,689,000.00

In Venice, Madison and Granite City—

Factories in operation January 1st, 1903. ...	11
Employees.....	5,200
Wages paid.....	\$ 2,200,000.00
Value of product, estimated.....	17,000,000.00

In East St. Louis—

Factories in operation January 1st, 1903.....	185
Employees.....	9,625
Wages paid.....	\$ 5,375,000.00
Value of product, estimated.....	35,000,000.00

Total—

Number of Factories.....	7,155
Employees.....	113,739
Wages paid.....	\$ 61,290,825.00
Value of product, estimated.....	389,689,000.00

The rapid growth of agricultural industries in territory surrounding St. Louis, particularly in Arkansas, Indian Territory and Oklahoma, should

suggest to the manufacturers of all classes of agricultural machinery, the advantages of this point for the location of immense plants. St. Louis will be the greatest distributing center in the United States within a few years for every class of manufactured goods, and can offer the greatest advantages to manufacturers to locate their plants here.

Every line of business was greater during 1902 than any year in the history of St. Louis, and the outlook for 1903 promises still more expansion and success.

REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Assistant Secretary
St. Louis Real Estate Exchange.

The record of the real estate business of St. Louis, during the year just closed, is one which can be contemplated with much satisfaction. The year has, all things considered, been better than that of 1901, as the statistics accompanying this report will verify. Transfers were greater in number and the aggregate value recorded was about ten million dollars more in 1902 than was recorded in the year previous. The character of the property sold also affords food for study. The home buyer, the purchaser of small lots for improvement, as well as investors for permanent investment or speculation were much in evidence, and although the real estate business was not equal to the expectations of some of the members of the Exchange, it is admitted that the increase in transfers and general inquiry shows a healthy growth and a much larger business and a more active market is predicted by all for the coming year.

RAILROADS AS REALTY BUYERS.

The feature of the year from a real estate standpoint was the entrance of railroad companies into the real estate market, who, seeing the future of the city and the advantages of St. Louis as a terminal point, have been large buyers of property. Quoting from the last annual real estate review in these columns: "St. Louis is receiving more attention at the hands of the transportation interests. Switching facilities are being enlarged, yards laid out, terminals amplified and belt lines constructed and under way to meet the needs for the concentration of and rapid handling of freight, so necessary to the manufacturer, merchant and shipper. The wholesale jobbing interests have during the past year turned their attention more assiduously to these needs."

It is not an idle prophecy, judging from the buying that has already been done, to say that the railroads will have invested in St. Louis realty, several million dollars within the next twelve or eighteen months—and money paid to property owners by railroad companies generally stays in this class of investment. It is reinvested in real estate, thereby adding that much more capital to the building up and beautifying of the city.

The Rock Island, Wabash, Burlington, Keokuk, Terminal Railroad Association and other railroad companies have been liberal purchasers.

With the entry of the railroads into the St. Louis real estate market the advent of a formidable group of buyers has put new life into this class of property. A new inquiry has been started on the East, North and South sides, for enlarged yards near Union Station, for wider facilities along the right of way of the Belt Line and for properties along the river front, from the Chain of Rocks to Jefferson Barracks.

Millions of dollars are being expended by the railroads, and their schemes of enlargement in St. Louis and the appropriations announced have already had a material effect in enhancing values of real estate and causing a westward trend among the business houses east of Second street now obliged to seek new quarters.

One of the first noticeable effects of the movement from the river is the demand for sites for wholesale houses and manufactories between the river and Twelfth street, from Chouteau to Cass avenues, and for renting hitherto unused structures, which from lack of repairs or for other reasons have been allowed to remain vacant until the new and sudden demand sprung up. The late-in-the-year revival, due to the railroads buying, is indeed one of the striking features of the closing days of 1902.

Studying local conditions, prospectively, these immense interests with steel, stone, brick and mortar have planned to secure yard room, switching facilities, office room and freight stations beyond the limits set by the prophets. The East end will see grand old buildings wrecked to make room for the needs and requirements of these railroads, anxious to secure an entrance to St. Louis. As newer districts are opened up, the older ones will be rebuilt, following in due course, the general expansion. These changes necessitate the acquirement of much additional property, all indicating a systematic and thorough movement pointing to the development of a city of over a million people; St. Louis is the gate-way to the great Southwest, and its strides are daily becoming more apparent.

TRANSFERS.

The transfers for the year 1902 aggregate \$45,123,135; those of 1901 show an aggregate of \$34,265,480, the increase over last year being \$10,857,655.

	Number.	Value.
January	672	\$ 8,224,870
February	608	4,361,141
March	607	3,045,018
April	863	2,517,326
May	922	4,162,860
June	849	3,002,296
July	946	3,693,496
August	719	3,572,472
September	812	2,008,218
October	903	4,329,381
November	885	2,681,709
December	757	3,224,558
Totals	9,671	\$45,123,135

RENTING.

The rental market has excelled its record of the previous year. Renting has been unusually good and though tenants found more dwellings and flats to suit their needs than in the year previous (as a great number of such structures were erected during the year), the demand still exceeds the supply. When dwellings were in good repair no trouble was experienced in keeping them tenanted. Moderate-sized dwellings are still scarce, but building permits for this class of houses are being issued in numbers that will no doubt supply the demand during the coming year.

Noteworthy as showing with what sturdy strides has been the advance in business property, has been the organization of several companies expressly for the purpose of buying or leasing and improving corners in the business district. Men known for their sagacity as investors have taken freely of stock in close corporations formed with the idea of controlling eligible corners and improving them with modern structures, to be leased out at rentals based on increasing worth, year by year.

Tenants have been found for most of these structures before completion. They have kept apace with the builders, anxious to add to the permanent improvement of the business center of St. Louis—the section between Eighteenth, Franklin and Chouteau avenues and the river. The avidity with which all vacant property in this area has been taken up of late, especially that close to the railroads and on the main avenues of commerce, shows the confidence that abides in those who find real estate the surest of investments.

BUILDING OPERATIONS.

Over 1,400 brick and over 1,600 frame houses were erected in 1902. That they represent a listed cost of over \$12,000,000 gives an approximation of the amount of building rolled up to the credit of St. Louis. As is well known, permits are based on first estimates and represent much short of the actual value of the premises which they are designed to cover.

THE NEW POSTOFFICE.

One of the big enterprises projected is one in which the United States Government will be the buyer of realty. A new postoffice structure, representing an investment of \$500,000 will be reared in the vicinity of the Union Station. Several sites have been offered and as soon as the preliminaries have been completed, this important addition to the city's public buildings, and one showing indisputably the growth of St. Louis, will lend additional dignity to that busy section of the city.

NEED FOR HOTELS.

One of the greatest problems of the year—and one which has been emphasized in oral and printed speeches—has been the planning and construction of hotels.

Favored for hotel sites are the districts near Forest Park, the main center thoroughfares like Grand avenue and Kingshighway, the districts near the

retail, wholesale and jobbing center. A dozen eligible downtown corners have been discussed for hotel purposes, some with theatre enterprises joined. The difficulty in getting steel, has, the promoters say, retarded many plans, though the advices indicating enlargement of steel plants to meet the extraordinary growth of orders, give hope that steel contracts can be carried out in a way to encourage builders who wish to get quick action on their enterprises.

The demand for hotels is not essentially a World's Fair necessity. A local growing need for more rooms has existed for several years, due to the ever-increasing visits of traveling men, merchants and buyers, tourists and the tendency among some classes to prefer hotels and apartment houses for residential purposes.

In the past St. Louis has been known as the city of homes, which, like Philadelphia, takes pride in its thousands of dwellings, modest or pretentious, with none of the cramped, yardless street fronts so characteristic of many Eastern cities.

The demand will, however, from all indications be met promptly and efficiently since St. Louisans have come out boldly and announced their intention of erecting a number of hostels.

ASSESSMENTS.

The assessed values of all real estate this year is much larger than any previous year in the city's history. As a matter of course, therefore, the revenue from taxation for all purposes will be greater in the next twelve months than ever before.

Assessed values of all properties, as determined by the local and State Boards of Equalization, aggregate nearly \$500,000,000; that is \$418,044,475, as compared to \$394,722,704, the aggregate of a year ago, or an increase of \$23,321,771 for 1902.

At the rate of \$1.95 on the \$100 valuation the State, public schools and municipality will derive an income on the newly-established values of \$8,131,085. The following table shows the assessments since 1877:

1877.....	\$180,493,000
1880.....	181,345,000
1885.....	207,910,000
1890.....	284,827,000
1895.....	325,533,000
1897.....	338,862,000
1898.....	361,516,660
1899.....	374,508,490
1900.....	380,772,280
1901.....	394,726,700
1902.....	418,044,475

THE WORLD'S FAIR.

As month by month the World's Fair draws nearer, the immensity of the undertaking and its importance to St. Louis becomes more apparent, and calls for renewed efforts on the part of St. Louisans in the work of

preparedness. The work so far accomplished has been prodigious and has called for favorable comment from all parts of the country. Yet the task is only well under way, and united and effective endeavor is needed to put the city in shape for the reception of the hundreds of thousands of visitors who will come here during the next two years.

Much has been done in the way of civic improvement; the enlargement of city institutions, the general planting of trees and the regulation of smoke has called for the best thought on the part of those who have the public welfare in hand.

The Fair has so far brought much outside capital to St. Louis and a large influx of foreign visitors. It has created new views and new judgment on the trend of improvement, because each heavy investment represents a stated amount of confidence and has induced others to pledge their judgment for profit on the outlook. In reality the force of example is strong and whenever a new structure is put up history shows that it has been followed in rapid succession by others, as though money wanted such encouragement. Co-operation is a prime factor in realty investments.

To all inquiries, and they have come from home and abroad—the officials of the Exchange have sent prompt and explicit data, and on file are many letters showing how widespread has the fame of St. Louis become through the influence of the Fair.

INFLUENCE OF THE EXCHANGE.

The hold which the St. Louis Real Estate Exchange has upon the community and upon the membership has been strengthened by the manifest value to the city of the organized interests represented therein. One of the most effective steps taken to improve the interests which the Exchange stands over as a conservator, is the practice of having sales of realty, hitherto held at the Court House door, held on the floor of the Exchange. The custom has been found so much of an improvement over the old way that it is believed it will be the vogue entirely before long. Buyers and sellers have at their disposal, free of charge, the Exchange, with rostrum and telephone facilities and the advantage of nearness to the heart of the real estate district. It has been noted that this in itself adds to the number of bidders and the keenness of the competition.

THE SHOE TRADE.

From the Shoe and Leather Gazette.

The year's business in the St. Louis wholesale shoe district has been highly satisfactory, and in spite of the untoward prospects of a year ago, shipments were almost 8% above the former high water mark, which was set by the trade in 1901.

The great impetus given to local shoe manufacturing can be judged from the fact that while receipts of shoes in St. Louis from outside points

tell off about 250,000 cases in 1902, as compared with 1901, the outgoing shipments were 80,281 cases ahead of the record of 1901. The trade was supplied with a much larger proportion of St. Louis made shoes.

The records of the Merchants' Exchange show the following figures of shipments for each month of the two years last past:

CASES.		
	1901.	1902.
January.....	84,831	93,985
February	85,144	84,585
March.....	96,432	94,580
April	89,063	92,445
May.....	89,524	96,135
June	88,570	97,615
July	82,529	99,204
August.....	87,552	102,996
September.....	89,465	103,744
October.....	95,940	103,494
November.....	89,290	86,545
December.....	93,010	95,904
Total	1,070,950	1,151,231
Increase.....		80,281

Only three months in the year failed to show a gain in shipments compared with 1901.

That shipments for the year have made such a gain is particularly a matter of felicitation with the St. Louis houses when it is considered that the effects of extreme drought of 1901 naturally projected themselves into the early part of 1902, and were reflected in business conditions in a portion of the country in which St. Louis is almost centrally located, and where her shoe trade is especially strong. Many retail merchants were very much "down in the mouth" a year ago, and the big crops of this year were needed to restore the equilibrium of retail trade.

That the rapid increase in local manufacturing facilities has had a powerful influence on the receipts department of the Merchants' Exchange records of shoes, is apparent from a comparison of the differences between 1901 and 1902. It is of course impossible to get an exact comparison, because the comparative state of stocks held in the wholesale houses cannot be gotten at.

However, the gap between a shortage of 250,000 cases in receipts from outside, and an increase of 80,000 cases in total shipments out of St. Louis, is big enough to cover all probable decrease in stocks (if there is any) and to still leave thousands of cases—several millions of pairs,—that can be credited to increased local manufacture.

This decrease in receipts from outside has a direct connection with the decrease in shipments from Boston, of which shoe supplying center St. Louis has been the largest individual customer.

Not all the shoes which reach St. Louis from outside sources come from the Boston district. Several new manufacturing centers have become

prominent in furnishing a supply of those shoes which comprise the jobbing shipments.

The shipments to points outside the United States continue to increase, although they cannot be presented in tabulated form. Especially in Mexico and the West Indies have local firms pushed American shoes. Conditions of exchange are an impediment, to some degree, but this trouble is likely to be diminished in time.

ST. LOUIS IMPLEMENT AND VEHICLE TRADE IN 1902.

From Farm Machinery and Vehicle Trade.

The year now closing will be memorable for the large volume of business transacted by St. Louis houses engaged in the manufacture and sale of implements and vehicles. They have, as a rule, participated to the fullest extent in the general prosperity and trade activity with which the country has been blessed and though they encountered a few factors, as is the case every year, that militated against perfect results, the outcome of business for 1902 is considered eminently satisfactory.

Owing to the prolonged drouth during the summer of 1901 in Missouri and other sections tributary to this market, a large number of dealers in the St. Louis territory last year curtailed seriously their purchases of implements and vehicles—especially the latter, and the advent of 1902 found their stocks extremely depleted. With the opening of the present year, favorable weather conditions encouraged the planting of heavy crops in the regions that had suffered from lack of rain in the previous summer. The farmers, notwithstanding losses and disappointment resulting from the drouth alluded to, commenced early and vigorous preparations this year to recover lost ground. This stimulated the demand for such farming tools as are required in the preliminary stages of agricultural operations—such as plows, seeders and harrows. As the season advanced and the growing crops gave promise of a bountiful yield, there arose an exceptionally gratifying call for other kinds of implements needed in cultivating and in preparing the crops for harvesting. This was succeeded by heavy orders for machines that handle the crops in the last stages and finally the local establishments were called upon for extensive shipments of grinding and feed mills, corn huskers, fodder shredders and goods of a similar character.

In the meanwhile there was unusual animation in the movement of farm wagons, threshing outfits, gasoline and traction engines and heavy agricultural machinery in general. In the latter class of merchandise some houses report gains of 30 to 40% over the business of any preceding year.

As a market for implements and vehicles, St. Louis continues to advance in importance and there are many indications that increasing patronage in these lines will flow here with each succeeding year. The annual St. Louis

Fair, held last October, served to attract an unusual number of prominent exhibitors of farming appliances, and many vehicle and implement dealers likewise displayed their interest in St. Louis and the Fair by attending in large numbers. The closing week of the year is marked by a large influx of dealers, who are visiting this city in response to invitations extended to them by the local houses. Their presence and the courtesies shown them will result in lasting benefit in a business way.

PAINTS, OILS AND DRUGS.

By ARTHUR DAVIS, Secretary St. Louis Paint, Oil and Drug Club.

Regarding the year just closed, the general prosperity of the industries of the country has been participated in by those engaged in manufacturing and jobbing paints, oils and drugs. The business may be summed up as generally satisfactory. Demand has not been extraordinarily heavy, but prices have remained firm and the entire tone of the trade healthy. Taking all things into consideration it is really surprising how great a volume of business has been done in the staples like white lead, zinc, oils, etc., and all at top prices. In some lines there has been actual difficulty in filling orders, owing to the fact that stocks were heavily drawn upon during the summer months, and the problem of transportation has been uncertain. Strikes among the painters in St. Louis effected trade for weeks during the active paint season in St. Louis in the spring. There has been little or no complaints as to orders, profits or collections, though the amount of money in circulation seems to be less than the legitimate need of business requirements.

The demand for the higher grades of paints during the past year has been unprecedented, showing conclusively that the inferior grades of paint are not considered profitable or desirable by the general public. Prices for higher grade have been \$1.25 to \$1.35 per gallon to the dealer.

The volume of business for the year in white lead has been large, and the manufacturers have had all they could do to supply the demand. Since December 1901, the price has remained without change, namely, 6 cents per pound for 500 pound lots, and $\frac{1}{4}$ cent rebate to buyers of 12 tons or over. The steadiness of the market is largely accounted for by the price of crude material, pig lead.

Pure Linseed Oil, which is an important factor in the paint business remained steady from June to July, viz: From 59 to 61 cents per gallon, but declined since August 1st, ruling in August about 57 to 60 cents; September, 50 to 56 cents; October, 43 to 45 cents; November, 43 to 45 cents; December, 45 to 48 cents. These quotations are in barrels and are higher than in previous years. Less adulterated oil has been used the past

year than previously, and the vice of adulteration in this article has been fought earnestly. The volume of business in drugs has been of good proportion, the market prices have been firm and there has been a very fair consuming outlet throughout the year.

STOVES AND HARDWARE.

From Stoves and Hardware Reporter.

STOVES AND RANGES.

The stove business of the past year cannot be said by even the most pessimistic to have been other than good. Some of the stove men of the great center of western trade — St. Louis — declare that it is the best that has ever been known. This is probably true as to volume, though one of the highest authorities among stove manufacturers, possessing keenest judgment and foresight, but with a strong leaning to the conservative side, characterizes it by the happy expression: "A normal year among good years." Taking the general run of the retail trade the stove business has been more profitable to the dealer than to the manufacturer or jobber. The advance in prices during the year, aggregating about 15%, has not been equal to the advance in cost of materials and labor.

Novelties of any account there were none. In fact American ranges, stoves, heaters and furnaces have reached a stage so near perfection that only very minor changes and improvements can be expected.

There was a considerable increase in the exportation of stoves and ranges. The conclusion of the war in South Africa brought a large demand from that country. There was too an increase in the export to England and also to Germany, which latter could hardly have been expected, remembering the trade depression existing in that country, but the American range and heater have taken a firm hold upon the regard of Germans. Three winters ago we visited the Germania Museum at Nueremberg, this contains a unique and most extensive collection of the famous German tile stoves, but the only stoves we saw in use to warm the place, were some American cast iron heaters, with the name of a well known American manufacturer prominently displayed on the castings.

HARDWARE.

The hardware trade shared fully in the prosperity of the country, up to the very last week of the year. In point of fact the business in December, which is usually weak, on account of holidays, was greater than in November. The volume of business has been greater in 1902 than in any preceding year. This applies to all the subdivisions, such as wire, nails, etc., and prices have been very firm with the exception of some lines that have been "controlled" and reductions were made, presumably for the purpose of crushing competition. There was an increased demand from foreign markets for many of our specialties, such as ornamental metal work, locks, candlesticks, wire cloth, etc.

DRY GOODS AND KINDRED LINES.

From the Drygoodsman and General Merchant.

DRY GOODS.

The wholesale dry goods trade of St. Louis has fully retained the increase recorded in previous years, and added a good percentage in the year 1902, the increase being estimated from 20 to 25% over that of 1901, making a total output somewhere between \$120,000,000 and \$125,000,000.

A number of establishments found it necessary to increase their selling space and warehouse accommodations, new buildings have been completed, and others are now under construction to accommodate the growing needs, thus showing in a most substantial manner the growth of the trade and the confidence in its ability to maintain and increase previous business.

The supremacy of the market in the territory now covered by the wholesale dry goods trade of St. Louis has been, if anything, more firmly established.

The advance orders already booked by the wholesale dry goods trade for delivery during the spring months for 1903, are the largest in volume ever recorded, thus indicating a healthy demand that will no doubt continue well into the year, when the prospects of another harvest will become a factor for future operations. A larger volume of business for the first half of 1903 may with confidence be looked for than was had in the first half of 1902, which was to some extent affected by the drought of 1901.

HATS AND CAPS.

Reviewing the trade during the past twelve months, its chief and peculiar feature has been a tendency to the introduction of marked and odd styles in head-wear, which has rendered necessary exceeding caution upon the part of all users of hats from the factory to the consumer. These styles are rapidly developing other "freak" ideas, to the end that it is almost impossible to anticipate the tendency of fashion.

The demand for high-grade goods is constantly growing, and a standard of quality is insisted upon as a result of healthy trade conditions and an abundance of money. The Panama hat was a sort of barometer explaining these conditions, and the demand for these hats at unheard-of prices illustrated the tendency of the times.

All conditions have been fully satisfied as a result of the year's work in the hat and cap trade. Progress is being rapidly made in the development of local factories, and the production of silk hats, opera hats, novelties in caps, etc., has been a feature of the year's business.

MILLINERY.

Reviewing the wholesale millinery trade of St. Louis for the year 1902, I take pleasure in making the statement that 1902 has been a prosperous year with the millinery jobbers, and that the volume of business, aggregating many millions, was largely augmented during the past year.

The trend of the wholesale millinery business during the year 1902 was favorable to St. Louis market, its enlargement, territorial extension, and the friendly disposition on the part of the trade towards St. Louis. The St. Louis millinery jobbers affiliated harmoniously for the advancement of their market, and having wisely eliminated the costly evils and abuses of the days gone by, have placed the wholesale millinery business squarely on a modern basis, "the best value for the least money," and with enlarged stocks and greater facilities to quickly distribute the choicest articles of fashion over the vast territories have made it possible for St. Louis to become so great a factor in the distribution of millinery, second to none among the leading markets of our country.

CLOAKS.

With the close of the past year the St. Louis cloak market wound up a season of unprecedented activity, which placed it in the front rank of manufacturing and distributing centers. Styles were closely studied and no market in the country showed a wider range. Quality was the first consideration, and the highest standard possible for popular priced garments was attained.

The trade that flowed into the city through natural channels was greatly increased by the number of new buyers that visited this market. The sum total of the year's business was augmented in no small way by the successful invasion of territory formerly not considered commercially ours.

The extremely satisfactory condition in which we find ourselves at the close of the year's business stimulates our every effort for the season that is to come. Preparations for the spring business are on a greater scale than ever attempted heretofore, and with last year as a criterion the trade can look to this market for a fulfillment of its future wants with assurance and confidence.

GROCERIES.

By ROBERT E. LEE, Editor Interstate Grocer.

St. Louis has had an unusually successful year in groceries. This is due to two conditions, one of which is common to all interests located in this market. That one is the general prosperity that has been felt to a larger degree in the West than in any other section of the United States. It is a patent fact that the necessaries of life are the first to feel the effects of depressions and prosperous periods as well. That is to say, people never stop eating hog and hominy, and in times of depression they eat largely of these staples so famed in prose and poetry. But, in such times, they do not eat of olives and pate de fole gras with truffles. The year 1902 was a year of olives and pate de fole gras with truffles. There were more

fine groceries sold in the year just closed than since 1892, which was a year of prosperity.

The other reason for the increase of sales of food products from the St. Louis market during 1902, was the fact that the wholesalers have been putting strenuous efforts forth to make this the leading grocery market of the world.

It is a well known fact that St. Louis still has too many wholesale houses in the grocery line for the volume of business transacted from here. This condition contributes to make St. Louis the cheapest grocery market in the world. The more than fierce competition for trade leads the combatants to put prices at the lowest possible figure, and the retailers in the surrounding territory get the benefit.

These conditions are, in a measure, beginning to right themselves. On the last of the year two of the largest wholesale grocery houses in the city were merged into one, the combined capitalization being put into the new business. Within a few weeks there will be another combination that will merge two or three of the well known German houses into one. There have within four years been a dozen consolidations of this kind which have reduced the number of wholesale grocery houses from fifty to a bare twenty-nine.

The volume of business handled by the St. Louis grocery market is much greater than during 1901, and the prospects for the coming year are that a still greater amount of business will come to the World's Fair city. The statistics that are given are taken from the records of the St. Louis Merchants' Exchange.

SUGARS.

Receipts—	Hhds.	Bbls.	Bags.	Shipments—	Hhds.	Bbls.	Bags.
1902.....	198	468,910	511,300		118	268,919	316,753
1901.....	253	465,246	534,516		313	268,737	324,008
1900.....	671	466,379	490,190		...	351,217	455,789
1899.....	597	438,735	563,405		30	348,764	555,335
1898.....	728	472,990	570,940		567	342,323	599,917

Sugars are not shipped in hogsheads in these days, hence the decrease. There was also a slight falling off, due to the fact that there was little home canning of fruits during the year, owing to the scarcity of small fruits. The heavily increased city business in St. Louis has taken up a considerable quantity of sugar.

COFFEES.

Receipts—	Bags.	Pkgs.	Shipments—	Bags and Pkgs.
1902.....	332,255	120,858		523,815
1901.....	374,675	133,340		503,365
1900.....	360,871	72,912		554,440
1899.....	290,700	.....		406,903
1898.....	374,223	.....		366,163

St. Louis has become a great distributing point for coffee, and houses here are now shipping green coffee to the East and to the West of here.

There has been a slight falling off in receipts of coffee, due to the large carry-over from the previous year, which was due in turn to the very unsettled state of the coffee market at primary points. Coffees have shown a bear tendency throughout the year, with prospects ahead for still lower prices for the coming year. The shipments of coffee show a marked increase.

MOLASSES AND SYRUPS.

Receipts—	Bbls.	Kegs.	Shipments—	Bbls.	Kegs.
1902.....	61,504	325		134,046	28,300
1901.....	54,990	1,940		133,177	43,832
1900.....	30,970	680		150,406	48,726
1899.....	40,698	2,505		178,655	114,862
1898.....	23,540	1,143		121,853	113,255

The year showed an increase of 10,000 barrels in receipts of syrups and molasses. These goods are not shipped to primary markets in kegs, but are so divided here, hence the falling off in kegs. The shipments show a satisfactory increase, and no account is taken in them of the immense quantity of these goods that are shipped out, after repacking, in small cans packed in cases of two dozen each, and which are reported to the Merchants' Exchange as "canned goods."

RICE.

Receipts—	Bags and Bbls.	Shipments—	Bags and Bbls.
1902.....	196,575		223,498
1901.....	173,530		142,947
1900.....	119,613		102,634
1899.....	163,105		112,497
1898.....	127,275		87,477

There was a considerable carry-over of rice from 1900, but the figures here given show an increase. The shipments, it will be seen, are largely increased. This is owing to the campaign of education that the rice growers are pursuing, which is wonderfully increasing the consumption of this staple. St. Louis is feeling the effects of this as much as any city in the country. The figures show it.

TEA.

	Receipts—Chests.
1902.....	16,990
1901.....	21,246
1900.....	29,645
1899.....	15,400

There have been peculiar conditions in the tea market this year. In July Congress removed the war tax of 10 cents a pound to take effect on January 1st. Owing to this buyers of tea were as close in their purchases as possible. In fact, at times, there was such a scarcity of tea as to endanger a famine. Great quantities of tea were, however, stored in government warehouses, and on January 1st, when the tax was removed, this was taken out and the 1903 report will show a remarkable increase in

receipts and in shipments as well. Tea prices are not much lower than before the removal of the tax, because prices have been put up in the primary markets and better grades are being imported.

GENERAL LINES.

There are no available figures on which a close estimate of the average percentage of increase can be based, but the estimate of well posted wholesalers is timely. They say that St. Louis during 1902 did from 20 to 25% more business in groceries than during the previous year. The coming year should show better than this, for if there was ever a time when the wholesale grocers of St. Louis have "hustled" for old business in old territories and for new business in new territories it will be during the year 1903.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1902.....	198	468,910	.....	511,200	118	266,919	816,763
1901.....	258	465,246	.....	584,518	818	269,787	824,008
1900.....	671	498,379	.....	490,190	.....	851,217	455,260
1899.....	697	489,785	.....	563,448	80	848,764	585,896
1898.....	726	472,990	.....	570,940	576	842,828	599,917
1897.....	1,447	497,885	.....	497,525	681	899,878	856,581
1896.....	1,298	449,105	.....	258,919	866	268,769	228,217
1895.....	8,127	419,708	.....	851,842	1,790	880,772	255,780
1894.....	1,979	458,459	.....	377,840	1,422	419,121	285,984
1893.....	2,508	491,985	.....	414,989	2,212	415,458	264,905
1892.....	1,912	419,016	545	435,121	1,811	824,188	809,986
1891.....	8,095	588,105	.....	870,971	1,651	868,869	261,446
1890.....	2,474	588,280	867	144,407	722	218,292	114,946
1889.....	2,708	846,649	548	582,084	1,158	258,760	249,984
1888.....	80,680	297,922	.....	98,896	8,101	832,729	48,188
1887.....	6,690	816,281	1,569	11,942	615	268,296	1,989
1886.....	52,887	242,075	791	105,880	771	890,849	2,468
1885.....	12,172	297,897	100	1,614	1,621	217,678	2,524
1884.....	22,294	216,621	90	190,990	1,268	276,475	4,454
1883.....	48,854	191,754	.....	26,560	1,590	281,061	9,668

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

YEARS.	MOLASSES.				COFFEE.			RICE.	
	RECEIPTS.		SHIPMENTS.		RECEIPTS.		SHIP'TS	REC'TS.	SHIP'TS
	Bbls.	Kgs.	Bbls.	Kgs.	Bags.	Pkgs.	Pkgs.	Sks & bls	Pkgs.
1902.....	61,504	525	184,046	89,800	832,255	120,858	528,815	196,575	228,498
1901.....	54,980	1,940	133,177	43,882	874,675	138,340	508,865	178,580	142,947
1900.....	80,970	690	150,406	48,726	890,871	72,912	554,440	119,615	103,684
1899.....	40,698	2,605	178,655	114,862	290,700	.....	406,808	163,105	112,497
1898.....	28,540	1,148	121,868	118,265	274,228	.....	898,183	127,275	87,477
1897.....	25,185	2,247	141,114	58,315	820,005	.....	279,686	95,801	72,519
1896.....	16,880	1,808	57,761	27,632	408,888	.....	262,568	87,690	64,616
1895.....	21,197	806	71,587	26,829	259,289	.....	804,977	93,039	62,213
1894.....	23,939	506	118,824	28,537	246,612	.....	809,407	68,576	70,264
1893.....	26,822	848	70,465	44,871	248,347	.....	290,920	87,969	.....
1892.....	23,344	475	55,899	86,138	265,096	.....	887,109	110,260	71,894
1891.....	23,150	393	74,210	28,827	253,154	.....	282,997	87,192	69,510
1890.....	24,262	1,188	47,269	10,561	222,765	.....	202,810	115,970	58,816
1889.....	18,979	1,187	39,548	80,796	211,789	.....	196,682	68,668	67,716
1888.....	22,890	1,369	71,906	48,854	192,940	.....	226,508	74,181	63,116
1887.....	80,895	19,590	86,611	24,848	184,812	.....	212,819	79,604	50,633
1886.....	27,730	8,281	24,141	18,810	240,685	.....	206,186	72,079	41,671

RECEIPTS, TRA.	Year.	Pkg's.	RECEIPTS, GLUCOSE.	Year.	Bbls.
.....	1902.....	16,890	.....	1902.....	45,120
.....	21,246	.....	.....	48,499
.....	29,645	.....	.....	63,100
.....	15,400	.....	.....	70,590
.....	27,190	.....	.....	43,980
.....	27,112	.....	.....	59,220
.....	16,157	.....	.....	69,971
.....	28,567	.....	.....	60,010
.....	73,557	.....	.....	75,956
.....	108,529	.....	.....	69,090

FURNITURE.

By GEO. T. PARKER, Secretary St. Louis Furniture Board of Trade.

The opening of the permanent Furniture Exposition in St. Louis, marks an era of progress in the business and is the most distinguishing feature of the year. Installed in a fine eight story building, erected especially for the purpose at Thirteenth and Locust, St. Louis furniture interests take rank with New York, Chicago and Grand Rapids, magnifying more than ever before, the importance of St. Louis as the furniture market for the great Southwest.

There has been a great development of business in new territory, made tributary to St. Louis by the completion of new railroad systems, which has resulted in business having been transacted in a greater number of cities and over a greater area than ever before, although there are parts of this new territory which are almost unsettled, the introduction of St. Louis furniture there has been made, and the business will grow with the localities.

The year of 1902 has been one of great activity in manufacturing, there has been no cessation. It has been a repetition of previous recent years, with improved machinery, bettered system resulting in enlarged production at a minimizing of expense. The building of new factories and extensions to old, have increased the facilities 20%, and these have all been of a permanent character and not provided for a mere temporary use; and the trade of the year develops that the output of many other large factories could find purchasers here, which now have to seek it in other localities.

The quality of St. Louis made furniture, as shown by the Exposition Exhibits, is a notable advance over the product of even a few years back, as are also the designs, crudities in both having been eliminated to supply the demands of the increased education of taste in the users. This city should have more factories, the need of lines of the highest grades is apparent, though these are not the makers of great quantities, they are needed to perfect an otherwise almost complete assortment supplied by the St. Louis factories. The market is deficient in school, church and opera house furniture factories, for which there is an unusual opportunity for capital, with assured business.

The sales through this market, including those of retail houses, goods sold here though manufactured at other points, are estimated at \$33,000,000.

All retail houses report an increasing demand for the better grades of both cabinet and upholstered furniture, a reflex of the prosperous condition of the surrounding country and in the city; in consequence there never has been shown in St. Louis such an expensive stocks of goods as may to-day be found, nor are they excelled for variety and value in any United States city.

The woods used in furniture manufacture are not changed from last year, mahogany having gained in popularity, bird's eye maple, curly birch and oak being the woods used in the best grades. Ash and poplar are used here in extensive quantities for cheaper grades. Metal beds have

gained favor and are having a large sale. St. Louis continues the great hardwood lumber market and supplies the cabinet woods—excepting mahogany—for not only this, but other furniture manufacturing centers. Prices have remained uniformly firm throughout the year, small advances being necessary on account of the increased costs of lumber, labor and materials entering into furniture construction.

The completion of several fine trust office buildings has resulted in the installation of furnishings, whose elegance is not excelled in this or other countries; these expenditures have been very large and have inculcated a desire on the part of office men to abandon decrepit office outfits for those of modern convenience. Numerous new churches, schools, institutions and small hotels have, within the year been fitted up, adding considerably to the aggregate of St. Louis business.

The number of our factories are about 50, employing a capital of about \$4,000,000. There have been no strikes among the 7,000 workmen whose wages it is estimated equals nearly \$4,000,000. The export business shows a great expansion as to the localities reached, a large demand being from South Africa, Sweden, Japan, besides to the countries which have become a regular field for St. Louis trade.

FOREIGN COMMERCE OF ST. LOUIS.

By JAMES ARBUCKLE, Manager Latin-American Club and Foreign Trade Assn.

In compiling information regarding the foreign exports and imports of this city, it is difficult to procure statistics on many lines, and in presenting this report we have to state that where we can furnish the figures we have done so, and in other cases given the best information obtainable.

Shipments of our flour to foreign countries, amounted in the aggregate in 1902, to 905,205 barrels. Of these were shipped to—

	Barrels.
Great Britain.....	416,826
The Continent	156,807
Scandinavia.....	48,609
Mediterranean Ports.....	2,870
Canada.....	9,870
West Indies.....	180,554
Central America.....	11,165
South America.....	8,145
South Africa.....	1,613
Seaboard, for export.....	69,848

Of wheat, St. Louis shipped by rail to the seaboard for export 3,872,860 bushels. Corn to the seaboard, including to Cuba, 259,912 bushels, amounting in all to 1,853,572 bushels, and of oats 207,503 bushels, by river to New Orleans 2,308,714 bushels wheat, 226,400 bushels corn, 28,409 bushels oats, and rye 28,212 bushels.

The following were the shipments of cotton to the undernoted countries from this city, 264,376 bales in the aggregate:

	Bales.
England.....	135,624
Continent.....	56,584
Canada.....	29,049
Japan.....	33,110
China.....	287
Seaboard, for export.....	4,722

BEER.

There was exported in bond to various countries to the value of \$489,486, a total of 650,295 gallons. Our beer goes to all countries in Latin-America, Philippines, Japan, China, Australia and South Africa, East Indies, and occasionally to France and England. St. Louis beer is highly appreciated everywhere that it is consumed, and will continue to be an important factor in cementing kind relations with all nations. One St. Louis brewery alone made sales for the fiscal year ending September 30th, of 1,069,001 barrels, three-eighths of which, 279,301 barrels, was sold in bottles, which is equivalent to 83,790,300 bottles.

LATIN-AMERICAN TRADE.

Our trade with the southern countries, except Mexico, has not come up to our sanguine expectations of a year ago. There are forcible reasons for this. Cuba has had adverse political conditions and low prices for her sugar, her main article of export, hence her buying power was curtailed. With Porto Rico and the other West Indies we are largely increasing our trade.

Mexico has had a low and declining price for her silver, the main product of her mountains and the basis of her monetary system, until an importer of goods into that country finds an almost prohibitory rate for gold exchange, and hence is virtually forced to stop ordering goods and the serious question arises how he is to pay his debts. With a reasonable rate of exchange that country would be a large buyer of our goods. We need hardly state that should silver acquire its old relative value, say approximately 200, there will be a much increased and active business with that republic immediately. Mexico within itself is prosperous, and the country is developing fast to higher conditions, and with more of the Anglo-Saxon element to push it along, we may look for great and phenomenal development. Mexico, being our nearest neighbor, we naturally are more interested in that trade than any other country.

We have steadily made headway, and from 1881, when the exports of the United States were only \$11,000,000, they have increased up to 1902, nearly thirty millions. This has been largely at the expense of European countries, who have steadily lost ground, with the exception of Germany and Spain, and their increase has been very small, as compared with ours.

There is an immense amount of American capital now invested in Mexico, some estimate as high as \$400,000,000. This naturally influences con-

stantly greater trade with the United States. St. Louis keeps active in getting its share of the increasing business, and our commercial travellers are conspicuous in all the main cities of Mexico. The fact that we have rapid rail communication with that country will always be a great advantage for this city.

Further south we have had most wretched conditions in Guatemala with a government in bankruptcy, their fiscal condition deplorable, and the mercantile classes taxed to death by officials, and all aggravated by the frequent and most destructive earthquakes, destroying territories of coffee plantations and utterly ruining cities and burying their inhabitants. We stand aghast at the relation of horrors! but the world does not pause for sentiment!

The conditions in Honduras, El Salvador, Nicaragua and Costa Rica are somewhat better, but still the factor of a depreciated government currency is still in evidence and hinders trade, especially with the world outside. Some two years ago, the President of Costa Rica, made some arrangement in London, whereby this little country put itself on a gold basis, and business therefore with this Republic, seems easy to effect.

Colombia has been in the throes of civil strife for nearly three years. Hence the business has been limited to the coast cities, and in these it has almost been paralyzed. The government paper money which is based on silver has gone to a very low rate. Shipments of coffee and other of its products have been very small during that period. Our exports there have also been very small.

Venezuela has been in a like condition, and although the country is nominally on a gold basis, the government has issued paper currency, which has now a very reduced value. Business is almost at a standstill, and no confidence exists either in commercial or banking circles. Considerable St. Louis flour and other articles were formerly shipped to many points of this country, but now exports there, are a mere bagatelle.

Brazil, to whom we formerly shipped large quantities of flour, has decreased her purchases from us, and buys now largely from Argentine, and although occasionally a round lot is bought in our market, it is done in competition with the River Platte product. There is a wonderful field to sell our products in this country, which our manufacturers are slow yet to enter. The expected steamship line, that we had tried to inaugurate between a Mexican gulf port and Brazil, did not materialize for some reason, so our flour exporters and our coffee importers are both disappointed, but we will promise them that we shall "try, try again."

Our trade with Paraguay, Uruguay and Argentine is small, so is also our trade with the countries on the Pacific coast of South America. It is to be hoped, that the Panama canal, so long and exasperatingly delayed, will yet be opened up to our traffic from a gulf port. The enormous amount of trade, which the European countries derive from there, ought to be an especial incentive for us to make heroic efforts to that end.

SOUTH AFRICA.

Trade with South Africa is springing up. In lines of agricultural machinery, shoes, wagons, hardware, and many other lines this offers a promising field, that will grow to immense proportions. Some business is also being done in these lines with Australia.

China and Japan are also beginning to afford a field, both for our exporters and importers, and to a limited extent the East Indies.

Shipments of live stock still continue to South Africa, although the war is over. These are for agricultural purposes.

The increase in our foreign trade has been most marked in the line of exports of agricultural implements, iron and hardware, shoes, machinery, glass, electrical supplies, wire rope, paper, etc., mostly to Mexico, and in a moderate degree to Australia, South America, Cuba and South Africa, although there have been large sales made to other parts of Latin-America and Europe.

There have also been large shipments of fruit to Europe.

The following are the estimates for packing house export shipments:

	Pounds.
Dressed hogs.....	750,000
Fresh hams.....	50,000
Other fresh pork cuts.....	750,000
Dry salt and sweet pickled meat.....	15,000,000
Oleo oil.....	6,500,000
Tallow.....	275,000
Lard.....	2,500,000
Dressed beef.....	450,000
Fancy meat, beef and calf livers, etc.....	1,000,000
Hides.....	1,000,000
Barreled pork.....	80,000

IMPORTS.

The receipts of coffee have been as follows: 332,255 sacks and 120,855 packages.

Fruit imports from Mexico, Cuba and Porto Rico have largely increased, and the usually heavy importations of bananas from Colombia, via New Orleans and Mobile.

THE LUMBER TRADE OF ST. LOUIS DURING 1902.

By GEO. E. WATSON, of the American Lumberman.

St. Louis is prepared to tell a story of progress toward supremacy in the lumber world, which is unequalled by any other of the great lumber markets of the country and which, in the vastness of the business transacted, will be difficult of comprehension by those not in touch with the situation. The business of the city has grown at an amazing rate, until it now stands

in first place as a market for Southern lumber, and, in this connection, it must be stated that the marketing of the Southern lumber product is now the most important of the various branches of the trade. To this growth of the market in actual comparative form, the following receipts by rail during the past nine years show a progress, such as would make any market proud:

	Cars.
1894	45,764
1895	58,621
1896	56,473
1897	62,804
1898	76,321
1899	88,177
1900	102,576
1901	111,897
1902	131,576

The reason for this marked growth is very apparent. With the gradual disintegration of the Northern forests, the lumber manufacturers, who formerly operated plants in Michigan, Wisconsin and other of the Northern States, are removing their mills to Arkansas, Louisiana and other Southern sections and are marketing their product, through St. Louis, in the same territory as before. The extreme Northern country is depending more and more upon the Southern forests and, because of the central location of St. Louis, this market is reaping the harvest. St. Louis lumber is reaching points hitherto not considered as possible markets for Southern lumber, and the export trade of the city is no small item. In addition to the business shown by the tables, which follow, the St. Louis people have transacted a wonderful business, which formed no part of the receipts and shipments of the market, business in the way of direct shipments from the mills to points of consumption in the far East or West, and which did not pass through the city. This business amounted to almost 1,000,000,000 feet, but it is impossible to give the figures with any degree of accuracy, nor is it possible to place a monetary valuation upon the business of the market.

RECEIPTS AND SHIPMENTS.

The following is a comparative statement of the receipts during each month of the past three years:

	Cars. 1902.	Cars. 1901.	Cars. 1900.
January	8,840	8,888	8,819
February	7,760	9,118	8,547
March	12,991	10,937	10,226
April	13,859	10,347	8,501
May	12,060	9,685	9,447
June	10,698	9,236	8,671
July	11,241	9,223	8,368
August	10,805	9,191	8,804
September	11,569	9,254	7,880
October	11,765	9,804	8,158
November	9,702	8,476	7,126
December	10,286	7,788	8,079
Total	131,576	111,897	102,576

This shows a gain over the preceding year of 19,879 cars, and a gain over 1900 of 29,000 cars. The receipts for the three years over each railroad were as follows:

NAME OF ROAD.	Cars. 1902.	Cars. 1901.	Cars. 1900.
Chicago & Alton, (Mo. Div.).....	116	62	8
Missouri Pacific	8,652	2,689	2,521
St. Louis & San Francisco.....	1,734	924	1,297
Wabash (West).....	212	574	437
St. Louis, Kansas City & Colorado.....	26	9	11
Missouri, Kansas & Texas.....	811	187	418
St. Louis, Southwestern.....	10,988	7,795	6,898
St. Louis Iron Mountain & Southern.....	65,199	58,414	54,819
Illinois Central.....	16,706	18,245	12,422
Louisville, Henderson & St. Louis.....	75	82	17
Southern Ry.....	776	1,068	476
Mobile & Ohio.....	24,574	18,924	17,863
Louisville & Nashville.....	2,800	2,020	1,911
Baltimore & Ohio Southwestern.....	20	105	45
Chicago & Alton.....	620	838	205
Cleveland, Cincinnati, Chicago & St. Louis.....	79	159	201
Vandalia.....	152	225	215
Wabash (East).....	1,284	1,294	911
Toledo, St. Louis & Western	859	124	117
Chicago, Peoria & St. Louis.....	1,021	1,154	524
Chicago, Burlington & Quincy.....	408	501	546
St. Louis, Keokuk & Northwestern.....	1,119	2,050	1,749
St. Louis Valley Ry.....	5	.....	.....
TOTAL	181,576	111,897	102,576

In addition to this rail movement of lumber the report of the harbor master shows the following receipts by river:

	Feet—1902.	Feet—1901.
White Pine.....	11,550,000	22,481,456
Elm.....	268,000	230,200
Poplar.....	3,556,400	6,206,400
Cottonwood.....	18,520,800	16,179,000
Cypress.....	10,813,000	7,061,300
Sycamore.....	6,000	128,000
Ash.....	1,172,300	758,500
Oak.....	3,515,500	4,301,300
Walnut.....	82,950	82,200
Gum.....	2,330,000	4,572,000
Maple.....	20,850	60,180
Hickory.....	3,000	2,900
Cherry.....	6,500	161,200
Cedar.....	111,500	309,240
Chestnut.....	12,000	79,000
Yellow pine.....	41,000	.....
Total.....	51,957,800	62,602,966

Showing a loss of 10,645,166 feet. This report, however, is very inaccurate as it does not show the total receipts, it being known that a greater amount of lumber than this came in by river. The report also shows the following receipts of lumber commodities:

	1902.	1901.
Logs, feet.....	15,618,300	9,331,800
Shingles, pieces.....	6,455,000	11,198,250
Lath, pieces.....	7,067,000	12,385,550
Pickets, pieces.....	218,000	147,980

To reduce this amount of lumber to feet is a problem which can not be solved with any degree of accuracy, but St. Louis is sufficiently modest to wish to under rather than over estimate the business of the year. For this reason the same basis of 12,000 feet to the car, the figures used for several years past, is taken, although it is believed that this is too low. This gives the following as the total lumber receipts of the St. Louis market:

	Feet—1902.	Fee —1901.
By Rail	1,578,912,000	1,342,764,000
By River.....	51,957,800	62,602,966
Logs by River	15,618,300	9,331,800
Total	1,646,488,100	1,414,698,766

This shows a gain over 1901 of 231,789,334 feet. Receipts during 1900 were 1,336,402,564 feet, and during 1899 were 1,148,124,000 feet.

The shipments by rail each month during the past three years were as follows:

	Cars. 1902.	Cars. 1901.	Cars. 1900.
January.....	4,386	4,718	4,482
February	4,068	4,900	4,887
March	6,659	6,296	5,548
April	6,768	6,562	4,964
May	6,273	6,482	5,187
June	5,746	6,296	5,785
July.....	6,181	6,141	5,277
August.....	6,590	5,790	5,780
September	6,276	5,780	5,316
October	6,893	5,956	5,244
November	5,651	5,020	4,348
December.....	6,258	4,409	4,322
Total.....	71,727	68,389	61,060

Showing a gain over 1901 of 3,388 cars and, over 1900, of 10,867 cars.

The shipments over each of the railroads were:

NAME OF ROAD.	Cars. 1902.	Cars. 1901.	Cars. 1900.
Chicago & Alton (Mo. Div.)	872	866	167
Missouri Pacific	12,506	14,199	11,794
St. Louis & San Francisco	786	478	529
Wabash (West)	5,007	4,808	4,928
St. Louis, Kansas City & Colorado.....	688	621	817
Missouri, Kansas & Texas	1,175	1,129	486
St. Louis Southwestern	25	7	15
St. Louis, Iron Mountain & Southern.....	208	286	199
Illinois Central.....	1,938	1,878	2,088
Louisville, Henderson & St. Louis.....	24	14	22
Louisville & Nashville	88	101	29
Mobile & Ohio	68	10	27
Southern Ry.....	971	881	1,177
Baltimore & Ohio Southwestern	1,887	1,405	2,480
Chicago & Alton	4,554	4,007	8,194
Cleveland, Cincinnati, Chicago & St. Louis.....	8,052	2,597	2,795
Vandalia.....	6,890	5,946	6,427
Wabash (East)	12,018	12,899	8,197
Toledo, St. Louis & Western	4,072	5,047	5,044
Chicago, Peoria & St. Louis	4,051	3,757	4,869
Chicago, Burlington & Quincy	4,897	4,552	4,222
St. Louis, Keokuk & Northwestern.....	7,854	5,296	4,169
St. Louis Valley Ry.....	21	.....	.....
TOTAL	71,727	68,389	61,060

On a basis of 12,000 feet to the car this gives the following as the total shipments:

	Feet—1902.	Feet—1901.
By rail	860,724,000	820,068,000
By river.....	2,086,000	8,183,000
Totals	862,810,000	824,201,000

This shows a gain in the shipments over the preceding year of 38,609,000 feet. It is firmly believed that there was a greater gain in the shipments than this and the difference is accounted for by the fact that out-bound business is loaded heavier and in greater capacity cars than the average in-bound business and this would make a great difference.

The local consumption of lumber, as arrived at by taking the difference between the receipts and the shipments, gives the following:

	Feet—1902.	Feet—1901.
Receipts	1,646,488,100	1,414,698,766
Shipments	862,810,000	824,201,000
Local consumption.....	783,678,100	590,497,766

This shows a gain for 1902 over 1901 of 193,180,334 feet, which proves conclusively that the past year was the most aggressively prosperous year St. Louis lumbermen have ever known as to both local and country business.

The outlook for St. Louis as a lumber market is wonderful. The limit of progress has by no means been reached and the World's Fair City should show as great gains during 1903 as during the past year, and this will place it at the top as a market for lumber even if it be not already at the top.

ST. LOUIS MUNICIPAL AFFAIRS

From the report of MR. JAMES Y. PLAYER, Comptroller, for the fiscal year ending April 10th, 1902

CONDITION OF THE TREASURY.

The balance in the treasury at the end of the fiscal year, April 7th, 1902, was \$5,388,361.31. To this amount is to be added for uncollected special tax bills for the opening, sprinkling and changing grades of streets and maintaining boulevards, \$298,528.49, making the total resources of the treasury \$5,686,889.80. To be charged against this amount is the balance standing to the credit of special funds and accounts aggregating \$2,821,557.94. After deducting this amount from the resources of the treasury, an unappropriated surplus of \$2,865,331.86 remains, as against \$2,074,592.30 for the preceding year.

Interest and public debt revenue.....	\$ 906,303.62
Municipal revenue.....	305,555.98
Water works revenue.....	1,541,431.15
Harbor fund.....	52,040.46
	<u>\$2,865,331.86</u>

REVENUE AND APPROPRIATIONS.

The resources of the revenue funds, income and unappropriated balances, April 8, 1901, were as follows:

Interest and public debt revenue.....	\$ 2,167,152.91
Municipal revenue.....	6,289,228.95
Water works revenue.....	2,769,359.27
Harbor fund	110,009.51
	<u>\$11,335,810.64</u>

BONDED DEBT.

There was no reduction of the bonded debt during the fiscal year ending April 7th, 1902. The total debt remains at \$18,916,278.30.

The annual interest charges on the bonded debt remains unchanged at \$778,409.28, an average rate of 4.11%.

With the issue of the \$5,000,000 of 3.25% twenty-year bonds in aid of the St. Louis World's Fair celebrating the Louisiana Purchase Centennial, as authorized by an amendment to the State Constitution ratified at a general election held November 6th, 1900, the bonded debt of the city will be increased to \$23,916,278.30.

A special tax will be levied, sufficient to provide for the payment of the annual interest on the World's Fair bonds, and sufficient also to provide a sinking fund to meet the principal of these bonds, as required by the provisions of Section 1, of Article V of the charter of the city.

SINKING FUND.

The balance in the sinking fund at the close of the year 1901 was \$232,275.13. To this must be added the sum of \$421,590.72, set apart for sinking fund purposes for the year just closed, making the balance to the credit of the sinking fund account, April 7th, 1902, \$653,868.85.

Section 2, of Article XIV, of the charter, requires that \$1,200,000 be set aside annually, to be used exclusively for interest and public debt revenue purposes. The portion of each annual appropriation not required for the payment of the interest coupons maturing during the respective years must be credited to and constitute the sinking fund, and held sacred for the redemption and purchase of bonds outstanding on the 7th day of April, 1890. A special sinking fund is established by law for the redemption and purchase of the bonds issued in aid of the World's Fair.

TAXATION.

The assessed valuation of property, real and personal, for the taxes of 1902, is \$389,953,730, of which \$329,859,090 is assessed as the valuation of real estate, and \$60,294,640 as the value of personal property.

The assessment of railroad, bridge, telegraph, express and street railroad property by the State Board of Equalization for the year 1902, will, in all probability, exceed the assessment of last year, namely; \$26,211,354.

The rate of taxation for the current year has been increased five cents on the \$100 valuation, due to the necessity of making provision for the interest on the Worlds' Fair bonds and establishing a sinking fund, as required by law, for the redemption and purchase of those bonds.

The rates for 1901, on the \$100 valuation are as follows:

For payment of debt and interest (bonds outstanding April 7th, 1890).....	\$.20
For interest and sinking fund, World's Fair bonds.....	.10
For general municipal purposes.....	.96
Total City.....	\$1.26
For Public Library.....	.04
Total.....	\$1.30

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. ALBERT O. ALLEN,
STATE AUDITOR, JANUARY 10, 1903.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1902 taxes.....	\$1,046,469,144 00
Railroad, Bridge and Telegraph property, including street railroad property for 1902 taxes.....	129,869,198 00
Merchants and Manufacturers, valuation for 1902 taxes (Esti- mated).....	68,485,014 50
Total	<u>\$1,235,823,856 50</u>
Balance in Treasury, December 31, 1901.....	\$ 1,217,540 51
Receipts into the State Treasury from all sources, for all pur- poses, for the year ending December 31, 1902.....	5,423,445 09
Disbursements during the year 1902, for all purposes.....	4,668,173 35
Balance in Treasury December 31, 1902	<u>1,996,402 71</u>

STATE BONDED DEBT, JANUARY 1, 1903.

487 $3\frac{1}{4}$ per cent. 5-20 refunding bonds, due January 1, 1908 ...	\$ 487,000 00
Total bonded debt.....	<u>\$ 487,000 00</u>

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.	\$2,909,000 00
School certificates, 5 per cent.	250,000 00
	<u>\$3,159,000 00</u>
Seminary certificates, 6 per cent.	\$ 122,000 00
Seminary certificates, 5 per cent.	1,117,839 42
	<u>\$1,239,839 42</u>

MINING INDUSTRIES OF MISSOURI.

By J. W. MARSTELLER, Secretary Bureau of Mines, Mining and
Mining Inspection.

Our mining industries for the year 1902 evidence a very flourishing condition throughout the entire State, and but for a shortage in transportation facilities, our lead, zinc and coal production would have been much greater than our final report will show. Enough is already shown to indicate a very decided increase in the lead output, a very satisfactory increase in zinc ores, with a shortage in the output of coal compared with 1901. While the coal product will show less, yet the increased price received for the same will about equal the value of the output for the former year. Our coal trade suffered not only on account of a shortage in the cars furnished by the railways, but because of a great scarcity in miners. The lack of miners is due largely to the unnecessarily prolonged meeting of the convention formed of representatives of mine operators and miners, at which the scale of prices to govern for the ensuing year is agreed upon. So much time was taken up that it was feared an agreement would not be reached and many hundred miners left the State for sections where the scale had been decided upon and a year's work assured. Our coal product for the year will closely approximate 3,500,000 tons, valued at \$4,700,000. The demand for coal has been very good and the price paid for mining and the price received for the coal have both made good increases. Our present developed work, splendid equipment, excellent facilities for handling the product, together with the new mines opened out during the year, will enable our operators to double the output should the trade demand it. No period in the mining history of the State has witnessed the progress made during the last year in new mines opened or the vast preparations made in increasing the capacity of our older mines, along the line of the Iowa & St. Louis Railway, now being rapidly constructed and of which we hear so little—although one of its terminals is at St. Louis, while the other is at Sioux City. It appears that the prime object in building this new railroad was to secure the trade from the great Chariton Valley coal field. The Keokuk & Western, Wabash R. R. and the Quincy, Omaha & Kansas City, each cross through a portion of this field; but the Iowa & St. Louis passes right through the entire field from north to south, opening up a new field of most excellent coal of an average thickness of 42 inches. We visited ten new mines opened in this section last month, finding several of them already making a large output, while the others were nearing completion. Many other mines are contemplated on this line and when all are in opera-

tion, this section of our State will show a wonderful increase in its coal product. The Manufacturers Coal & Coke Company, is responsible for this new enterprise and as the same gentlemen, officer the coal company and the railroad as well, doubtless transportation facilities will be promptly furnished. The coal company has secured control of over 50,000 acres of this coal property, embracing land in Putnam, Schuyler, Adair and Macon counties. Adair county appears to be more highly favored in the number of new mines opened, and promises for the coming year to exceed all other counties, if we except Macon county, which has an output of more than 1,000,000 tons annually.

There is at present a better feeling existing between employer and employe in our coal field than has existed for years. Strikes we have had, but they were local, and at no time of a serious nature. Our mines were never more safe, or their sanitary condition better; in fact Missouri is credited with having proven a more favorable condition in her mines, relative to mine accidents, than any other mining section in all North America. The current year gives promise of more harmony between operator and miner, and a greater output than we have ever before experienced.

The growth and progress in our lead and zinc industries is simply wonderful, especially is this true of our lead industry; 1899 and 1900 were banner years in the output of lead ores, with 151,307 tons to their credit; but 1901 and 1902 show that there were mined 237,519 tons, an increase of 86,212 tons, or 57%. The value of the product increased during the same period from \$6,872,439 to \$10,625,497, showing the increase in favor of 1901 and 1902 to be \$3,752,968. St. Francois county alone mined 174,122,700 pounds of lead ore during the year 1902, valued at \$3,783,808, an increase over 1901 of \$614,419. The lead ore production for the year 1902 for the entire State was 245,354,000 pounds, an increase over the previous year of 35,870,000 pounds. The value of the product for the year will be about \$5,700,000. New plants in our lead ore districts are without doubt not only the largest of their kind to be found anywhere, but they embrace every modern appliance for the speedy handling and cleaning the ore. Our soft Missouri ores are in better demand than the desilverized ores, and increased production has been met with a steady advance in the price for the last six months of the year. The future is very promising in every feature connected with the industry.

Zinc ores of this State like our lead ores, are the best to be found in any country, they are the purest and of necessity bring the better prices and are always in greater demand. The year 1901 while it showed an increased production, yet the price compared with the two former years was very low; this year however shows a very satisfactory increase in production and a most gratifying increase in price. The average price received for zinc ores during the year 1902, was \$6.63 per ton better than for the former year. An average increase in price of 28%, has had its influence in still further increasing prospect work and widening the mineral field. Attempts to unjustly influence the price of ore are promptly met by our operators in

several ways and the wisdom they have displayed in their methods for maintaining prices, has undoubtedly sustained the fair prices which have obtained for some months past. Our zinc ore output for the year will reach 240,000 tons, compared with 224,074 tons for the previous year, an increase of 15,926 tons. The value of the product for 1902 amounts to \$7,290,780 as against \$5,308,671 for 1901, showing an increased value of \$1,982,109 or 37.33%. The future promise of our zinc fields could not be better forecast than by reference to the activity displayed of late in the purchase of mineral lands, mines and plants and the extra good prices secured for such property; there has been nothing approaching a boom condition nor has fictitious value played a part, but it is simply due to the strong and healthy conditions existing in the zinc district. Jasper County of course continues to lead all others in the production of zinc ores and the value of its lead and zinc ores.

The product of our mines for the year 1902, from the data at hand, indicates that it will reach \$17,670,780, of which \$4,700,000 was received from our coal product, \$5,700,000 from lead ore and \$7,290,780 is derived from the sale of our zinc ores. This shows an increase over 1901 in the value of our mineral production of \$2,751,550, the increase being due almost wholly to lead and zinc for the reasons above mentioned.

POPULATION OF ST. LOUIS.

AREA 62½ SQUARE MILES.

1830	4,928	1859	185,587
1832	5,000	1868	204,224
1830	5,863	1870—United States Census.....	310,267
1833	6,397	1880—“ “ “	350,523
1835	8,316	1885—Estimated	400,000
1837	12,040	1885—“	450,000
1840	16,469	1890—United States Census.....	451,772
1844	24,140	1900—United States Census	575,238
1850	74,439	1901—Estimated.....	600,000
1852	94,000	1902—Estimated	621,000
1856	135,200		

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS Real Estate.	CITY ST. LOUIS. Real & Pers'nal.	RATE OF TAXATION.	
			Old Limits.	New Limits.
1863	\$ 49,409,030	.....	2.42	.....
1864	53,305,530	\$ 63,059,078	2.60	.....
1865	73,980,700	87,635,534	2.78½	.....
1866	81,961,610	105,245,210	3.00	.....
1867	88,635,800	112,907,660	2.95	.....
1868	94,362,370	116,533,140	2.85	.....
1869	113,638,410	138,533,430	2.85	.....
1870	119,080,800	147,989,660	.....	.....
1871	123,838,950	158,273,430	2.80	.....
1872	129,225,180	163,689,570	2.78	.....
1873	149,144,400	180,278,950	2.76	.....
1874	141,041,490	173,109,270	2.88.5	.....
1875	131,141,030	166,999,660	2.48.5	.....
1876	139,785,450	166,441,110	2.43.5	.....
1877	148,013,750	181,345,560	2.80	.....
1878	140,976,540	173,839,980	2.60	1.35
1879	136,071,670	163,813,930	2.60	1.35
1880	136,534,980	160,493,000	2.60	1.25
1881	139,897,470	167,364,230	2.60	1.25
1882	161,679,250	191,948,450	2.52	1.22
1883	163,479,060	193,563,640	2.55	1.30
1884	178,596,650	210,124,870	2.55	1.30
1885	177,857,240	207,910,350	2.55	1.30
1886	187,391,540	218,271,280	2.55	1.30
1887	184,815,560	217,143,330	2.50	1.30
1888	195,978,350	227,769,980	2.30	1.70
1889	196,135,840	230,338,810	2.20	1.60
1890	214,971,060	243,627,630	2.20	1.60
1891	215,338,980	255,113,690	2.20	1.60
1892	243,239,140	264,518,550	2.05	1.60
1893	243,787,430	267,628,420	2.05	1.67
1894	270,288,500	315,292,590	2.05	1.67
1895	266,096,500	330,466,640	2.05	1.67
1896	296,419,690	345,940,150	2.05	1.67
1897	299,536,220	344,749,700	2.05	1.67
1898	314,376,540	360,516,660	2.05	1.67
1899	330,019,390	374,568,490	1.95	1.67
1900	337,201,940	380,779,280	1.95	1.67
1901	342,252,540	394,722,700	1.90	1.90
1902	357,701,410	418,046,800	1.95	1.95

City Assessment	\$390,026,220
Board of Equalization for Railroads, Bridges, Telegraph, Express and Street Railroad Property.....	28,019,380
Total	\$418,046,600
City Tax, \$1.80; State, 25c; School, 40c.....	\$1.95

BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE CITY OF ST. LOUIS DURING THE YEAR 1901 AND 1902.

Prepared by C. F. LONGFELLOW, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

1902.			1901.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January	258	\$ 735,453	January	224	\$ 1,295,213
February	194	671,511	February	202	686,644
March	368	1,087,703	March	312	911,988
April	434	1,353,788	April	333	727,522
May	409	1,068,082	May	359	1,296,354
June	433	1,614,902	June	346	1,342,104
July	446	1,178,233	July	323	1,498,283
August	449	1,207,418	August	347	785,171
September	480	775,035	September	328	542,291
October	435	1,175,600	October	387	1,012,819
November	319	959,824	November	338	759,301
December	282	1,026,488	December	224	2,350,301
Totals	4,502	\$12,854,035	Totals	3,722	\$ 18,207,991

BUILDING PERMITS ISSUED FOR TWENTY-TWO YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1902	2,266	2,266	4,502	\$12,854,035
1901	1,898	1,824	3,722	13,207,991
1900	1,880	1,188	2,518	5,915,964
1899	1,589	961	2,500	8,249,868
1898	1,861	796	2,657	7,838,899
1897	2,549	771	3,320	9,471,640
1896	2,843	696	3,029	10,084,908
1895	2,862	780	3,642	14,881,060
1894	3,977	876	3,858	11,944,700
1893	3,748	1,089	3,837	12,857,687
1892	3,496	1,386	4,782	16,974,478
1891	2,976	1,459	4,435	13,259,960
1890	2,665	1,329	3,994	13,682,700
1889	2,458	1,091	3,544	9,785,700
1888	2,145	841	3,066	8,029,501
1887	1,643	648	2,490	8,162,914
1886	1,733	491	2,324	7,080,319
1885	2,160	510	2,670	7,376,519
1884	1,969	620	2,609	7,316,685
1883	1,381	590	2,401	7,123,878
1882	1,646	715	2,361	5,010,554
1881 .....	.....	.....	1,966	4,448,552

ST. LOUIS WEATHER FOR THE YEAR 1902.

By DR. R. J. HYATT, Local Forecast Official, United States
Weather Bureau.

From the view point of the normal, the meteorological record for the year 1902 showed a moderate excess in temperature, which was very favorably distributed. The months of May and November were characterized by an unusually high temperature, the departure for the latter month showing an excess of 291° . February and September were the cold months, especially the former, which had a deficiency of 239° . The Mississippi river at this station was frozen from February 8rd to 26th inclusive. The temperature during April, June, August and December averaged slightly below the normal for each day, while during January, March, July and October a moderate excess was noted. On June 11th, the highest temperature for the year, 98° , was observed. The coldest day was February 4th, with minimum temperature 1° below zero. The summer months, June, July and August, were delightfully cool and pleasant; the average temperature being 74, 80 and 76 respectively.

Precipitation was in excess of the normal in March, June, August and December, and normal or below during all other months. An exceptionally heavy rain storm on June 28th, when 4.80 inches fell in 24 hours, made the total for the month 7.86 inches. The total precipitation for the year was 88.43 inches, which varied only slightly from the annual normal.

The total number of clear days was 139; partly cloudy 110; cloudy 116; days with .01 inch or more precipitation 125; with more than trace of snow fall 8; with hail 4; fog 7; thunderstorms 58.

The prevailing direction of wind for the year was south; maximum velocity 54 miles per hour from the north on June 28th.

RECORD BY MONTHS — JANUARY.

In January the temperature was above the normal, except on the 3rd to 5th, the 12th and 13th, and from the 24th to 31st; the accumulated excess at the end of the month being 59° . The average for the month was 32.4° . The highest was 63° on the 9th, and the lowest "0" or zero on the 27th; monthly range 63° . The total precipitation was 1.18 inches, which was 1.00 less than the normal. There was snow on the 20th, 21st, 24th, 25th, 26th, 28th, 29th and 31st. Total snowfall 6.6. Prevailing wind direction north-west; maximum velocity 31 miles from the west on the 8th. Number of clear days 19; partly cloudy 4; cloudy 8, and rainy 7.

FEBRUARY.

February was a very cold month. The temperature was below the normal from the 1st to the 22nd, and though the last six days were slightly warmer than normal, the month closed with the large deficiency of 23.9°. The highest temperature was 56° on the 27th, and the lowest 1° below zero on the 4th. The mean for the month was 26.4°. Precipitation was light, the total for the month being only 0.83 inches, which was 1.95 inches less than normal. It was in form of rain on the 1st, 27th and 28th, and of snow on the 2nd, 5th, 6th, 10th, 11th, 17th, 20th and 21st. Total snowfall 1.7 inches. Prevailing wind direction west; maximum wind velocity 35 miles from the southwest on the 28th. Number of clear days 8; partly cloudy 9; cloudy 11, and with .01 or more precipitation 6.

MARCH.

March was warmer than normal; the excess amounting to 116°. The cold periods were from the 1st to 5th, 17th to 19th, and 30th and 31st. Monthly mean 46.8°; highest 74° on the 25th; lowest 17° on the 18th; range 57°. The total precipitation was 4.50 inches, which was 1.01 inches in excess of the normal. Heavy rain occurred on the 26th and 28th. There was light snow on the 1st, 2nd and 17th; the total for the entire month being less than .01. Number of days clear 8; partly cloudy 9; cloudy 14, and with .01 or more precipitation 11. Prevailing wind direction south; maximum velocity 47 miles from the southwest on the 12th.

APRIL.

April should be classed among the cool months of the year, though the accumulated deficiency was only 25°. The temperature was almost uniformly below the normal during the first half, and moderately above during the latter half of the month, except the 23rd, 24th, 26th and 27th. The monthly mean was 55.4°; highest 89° on the 21st; lowest 31° on the 8th; range 58°. The precipitation was deficient by 1.30 inches; the total for the month being 2.49 inches, which was well distributed throughout the month. The number of days with .01 inch or more of rainfall was 10; number of clear days 15; partly cloudy 11; cloudy 4. Prevailing direction of wind was west; maximum velocity 38 miles from the west on the 26th. Thunderstorms occurred on the 5th, 8th, 20th, 25th and 28th.

MAY.

May was unusually warm. The temperature was above the normal, except on the 7th and 9th and from the 26th to 30th; the accumulated excess being 185°. The monthly mean was 71.8°; highest 93° on the 20th, lowest 52° on the 27th; range 41. Total precipitation was 3.04, or 1.54 inches less than the normal. Very heavy rain fell on afternoon of the 4th when 1.14 inches fell in the brief period of 21 minutes. The storm was accompanied with hail and high winds, a maximum velocity of 52 miles

per hour from the southwest being recorded. Prevailing direction of wind for month south. Number of days clear 10; partly cloudy 13; cloudy 8, and with .01 inch or more of precipitation 11.

JUNE.

During the first 15 days of June, except the 8th and 9th, the temperature was constantly above the normal, while during the latter half of the month it continued below the seasonable line; the accumulated deficiency being 29°. The monthly mean was 74.2°; highest 98° on the 11th; lowest 53° on the 22nd; range 45. The total precipitation was 7.86 inches, which was 2.78 inches in excess of the normal. Though showers occurred at close intervals during the month, the total precipitation resulted in the main from one exceptionally heavy rain storm on the 28th, when 4.80 inches fell in 24 hours, and 1 inch in 55 minutes. This storm was also attended by hail and high winds; a maximum velocity of 54 miles per hour from the north being recorded. Number of days with .01 or more inches of rain 14; clear 10; partly cloudy 12; cloudy 8. Prevailing wind direction south. Thunderstorms occurred on the 3rd, 7th, 13th, 15th, 20th, 26th, 27th, 28th and 29th.

JULY.

There were no warm or cold periods in July, with marked departure from normal temperature conditions—the month closing with excess of 44°. The temperature was below the normal on the 1st, 10th, 11th, 12th, 20th to 23rd. The monthly mean was 80.3°; highest 96° on the 17th; lowest 61° on the 1st; range 35. The total precipitation was 2.34 inches, or 1.42 less than normal. Number of rainy days 11; clear 13; partly cloudy 15 and cloudy 3. Thunderstorms occurred on the 1st, 7th, 8th, 9th, 18th, 19th, 24th, 27th, 28th and 31st. Prevailing direction of wind south; maximum velocity 35 miles per hour from the west on 9th.

AUGUST.

August was cooler than usual. The accumulated deficiency was only 11°, but the month was regarded cool because there were only a few days when the daily mean temperature exceeded the normal by more than 4°. The temperature was below the normal on the 6th, 7th, 10th to 12th, 16th to 19th, 22nd to 27th. The mean temperature for August was 76.4°; highest 97° on the 13th; lowest 58° on the 23rd; range 39. The precipitation for the month also contributed to its coolness, as showers and thunderstorms were very frequent, and heavy rains occurred on the 18th and 26th. The total precipitation was 5.20 inches, which was 1.70 in excess of the normal. Thunderstorms occurred on the 3rd, 4th 5th, 10th, 17th, 18th, 20th, 22nd 26th and 31st. Number of clear days 7; partly cloudy 12; cloudy 12; rainy 10. Prevailing direction of wind south; maximum velocity 36 miles from southeast on the 18th.

SEPTEMBER.

There were less than 5 warm days in September. The first 3 weeks were exceptionally cool, the departure from normal temperature on the 9th and

13th being 15°. At the close of the month the accumulated deficiency was 90°. The monthly mean was 66.4°; highest 86° on the 7th; lowest 45° on the 13th; range 41. Showers occurred at regular intervals, but as a rule they were light, the total precipitation being 1.98 inches, which was 1.14 inches below the normal. Thunderstorms occurred on the 6th, 17th and 24th. Number of days clear 13; partly cloudy 5; cloudy 12; rainy 11. Prevailing direction of wind south; maximum velocity 43 miles from the north on the 8th.

OCTOBER.

October was warmer than usual, except from the 1st to 5th and the 18th. The mean daily temperature was considerably above normal, the excess for the month amounting to 147°. The monthly mean was 62.2°; highest 82° on the 24th; lowest 38° on the 14th; range 44. Heavy rain occurred on the 3rd. Aside from this the precipitation was very light, the total for the month being 2.00 inches, or .89 inch less than normal. Thunderstorms occurred on the 10th, 12th, 17th and 18th. Number of clear days 17; partly cloudy 8; cloudy 6; rainy 7. Prevailing wind direction south; maximum velocity 29 miles from the west on the 13th.

NOVEMBER.

There were only four cool days in November. These were the 6th, 7th, 26th and 27th. On all other days the mean temperature ranged from 3° to 24° above the normal; the accumulated excess at the end of the month being 291°. The monthly mean was 53.3°, which was 3° higher than record for any November in the past 32 years. The highest temperature was 79° on the 10th; and the lowest 29° on the 27th; monthly range 50°. Precipitation was about normal; the total being 3.20 inches. Thunderstorm occurred on the 1st. Number of days clear 8; partly cloudy 8; cloudy 14; rainy 14. Prevailing direction of wind south; maximum velocity 45 miles per hour from the southwest on the 29th.

DECEMBER.

December averaged slightly cooler than usual. The deficiency amounted to 52°. The mean for the month was 34°; highest 56° on the 1st; lowest 5° on the 26th; range 51°. Precipitation exceeded the normal by 1.00 inch; the total for the month being 3.81 inches. Total snowfall 1.7 inches. Number of clear days 11; partly cloudy 4; cloudy 16, and days with .01 or more precipitation 14. Thunderstorms occurred on the 12th and 20th. Prevailing wind direction south; maximum velocity 38 miles from the southwest on the 2nd. Light frost occurred on the 19th, heavy frost on the 23rd, and killing frost on the 28th.

NORMAL CLIMATIC CONDITIONS AT ST. LOUIS, MO.

Extreme and average climatic condition for each month of the year compiled from the Weather Bureau records of the last 32 years:

MONTH.	TEMPERATURE			PERCENT		PRECIPITATION In inches.	NUMBER OF DAYS.				
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	Prevailing Wind
January.....	74	-22	32	72	52	2.21	11	10	10	9	80.24
February.....	78	-16	36	73	53	2.92	9	9	10	10	80.4
March.....	86	8	44	68	52	3.38	9	11	11	11	80.4
April.....	89	22	57	63	56	3.48	11	11	8	10	80.4
May.....	94	32	67	67	46	4.42	11	12	8	12	80.4
June.....	98	44	75	69	48	4.59	9	13	8	12	80.4
July.....	107	56	79	67	48	5.64	12	14	5	10	80.4
August.....	106	52	78	66	39	2.32	14	12	5	7	80.4
September.....	102	57	79	67	36	2.64	15	9	6	8	80.4
October.....	91	24	60	64	37	2.32	16	9	6	7	80.4
November.....	82	5	45	69	52	2.90	9	10	11	10	80.4
December.....	74	-17	36	73	57	2.81	9	9	12	10	80.4
Normals and Extremes.	107	-22	66	66	46	37.38	136	129	101	116	80.4

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901.
Minimum temperature 22 degrees below zero January 5th, 1894. Absolute range 129 degrees.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1902.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
January..Max.	50	49	51	51	57	45	53	62	68	60	57	59	58	52	46	39	50	44	43	43	37	36	39	32	32	35	18	22	21	25	32
"..Min.	34	31	19	17	20	29	40	39	44	33	26	21	18	29	35	30	30	35	29	34	32	31	28	25	28	5	0	6	15	19	22
February..Max.	59	51	51	51	57	45	53	62	68	60	57	59	58	52	46	39	50	44	43	43	37	36	39	32	32	35	18	22	21	25	32
"..Min.	29	21	21	20	21	26	28	19	19	22	35	34	38	29	18	13	23	17	22	21	18	26	36	47	43	55	56	44	.....	.....	.....
March..Max.	60	52	44	35	46	52	43	48	56	60	66	61	58	62	68	47	33	36	50	53	53	56	62	68	74	64	65	64	62	47	48
"..Min.	30	23	28	31	29	32	43	44	54	49	56	40	41	44	47	36	20	17	28	30	42	42	44	50	53	58	54	56	43	36	37
April..Max.	64	54	46	54	65	60	56	45	62	70	68	61	57	56	54	60	66	70	67	68	69	76	68	68	85	63	72	73	70	73	64
"..Min.	34	36	39	39	41	50	36	31	39	49	48	44	41	44	40	42	50	52	51	49	59	60	45	47	58	52	45	53	60	58	46
May..Max.	68	56	60	67	80	81	70	73	70	84	76	80	86	71	74	82	86	90	87	93	90	88	87	88	85	77	86	89	76	86	77
"..Min.	38	34	39	61	64	61	54	56	59	56	55	63	71	63	56	62	66	68	72	74	72	71	71	70	76	87	82	64	63	65	63
June..Max.	88	88	86	86	86	89	87	74	79	92	98	96	96	95	93	79	82	80	79	72	71	70	76	78	87	78	87	73	73	71	82
"..Min.	69	70	63	69	67	70	69	60	61	64	70	78	76	74	71	68	66	69	64	61	56	53	62	66	65	62	64	63	63	65	65
July..Max.	77	92	94	92	92	94	92	98	92	92	82	81	87	90	90	91	96	87	86	81	81	82	86	86	92	92	90	87	88	83	92
"..Min.	61	69	75	76	76	74	74	74	73	68	61	67	72	74	70	76	76	77	72	68	62	67	69	72	74	78	76	75	71	76	76
August..Max.	89	94	92	91	87	81	92	87	87	81	76	81	87	86	86	86	86	86	82	82	86	77	78	80	81	72	76	87	83	86	94
"..Min.	71	74	76	69	74	69	62	74	71	69	63	63	69	74	70	68	68	68	69	72	70	64	66	69	68	63	64	64	66	72	74
September..Max.	82	79	85	71	78	80	86	86	82	73	73	68	63	69	73	82	88	67	62	70	78	78	68	77	67	79	69	74	76	88	74
"..Min.	68	61	62	55	56	62	63	52	53	56	53	51	45	47	51	56	63	59	50	57	58	68	68	64	62	65	66	53	56	56	56
October..Max.	68	66	57	60	57	72	74	77	78	76	75	78	66	66	79	75	75	74	77	70	76	81	80	82	80	74	67	53	56	70	73
"..Min.	50	57	54	51	50	49	54	55	56	56	60	58	48	38	46	59	53	60	58	51	52	56	68	68	66	56	49	40	41	57	53
November..Max.	72	75	68	65	58	50	56	63	76	79	78	76	75	70	50	50	50	54	55	65	70	62	57	47	45	40	37	42	47	49	49
"..Min.	62	50	48	55	50	47	46	51	55	62	63	63	62	49	44	44	44	44	45	56	45	38	35	37	35	29	29	31	35	35	46
December..Max.	56	45	42	38	40	43	40	26	35	56	56	59	35	32	30	35	46	32	50	56	45	41	37	37	30	16	26	31	42	37	48
"..Min.	36	35	35	31	30	32	21	15	22	35	36	33	28	28	32	26	26	35	44	43	37	33	34	19	10	5	10	24	25	19	24

THE CITY OF ST. LOUIS.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1902

TAKEN FROM THE RECORDS OF THE U. S. WEATHER BUREAU,
LOCAL OFFICE.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total for 1902.
1.....		.02	T				.80	T			.06		
2.....		.05	T		.25					.07	.12	.66	
3.....				.83		.80		T	T	1.55	.02		
4.....					1.77	T		.58		.03	.20	.02	
5.....		.08		.05	.01	.03	T	T		.06	.88		
6.....		T		.02	.09	.17			.19		T	.10	
7.....			.06			.10	.27					.04	
8.....			.04			.08	.03	T					
9.....							.26	.02	.28			T	
10.....		T					.02	.19				.01	
11.....		T	.14	T				T		.05		.10	
12.....			.18						.40	.05		1.27	
13.....						.05				.07		.16	
14.....					T						.12	.28	
15.....			.08	T				.04				.81	
16.....				T	T						.33		
17.....		T	T		.04			T	.41	.17	.06		
18.....				.06		.05	.18	2.10	.86	T			
19.....						T	.69	.06	T			.04	
20.....	.20	.08		.18	.01	.68	.10	.08				.41	
21.....	.30	T	.21		.02			.09				.38	
22.....				.57				T			.18	T	
23.....					T				.08			T	
24.....	.04			T	.29	.08	.17		.08		.81		
25.....	.23			.01	T	T			.01		.09		
26.....	.06		1.28	.49	.11	.01		1.90		T	.81	T	
27.....		.86	.01			.47	T	.20	T		.02	T	
28.....	T	.29	1.62	.78		4.70	.01			T	T	T	
29.....	.84		.16	.80		.59			T		T	.08	
30.....	T		.72	T	.05	.20			.01	T			
31.....	.01				.40		.14	T					
Total.	1.18	0.88	4.50	2.49	8.04	7.86	2.84	5.20	1.98	2.00	8.20	8.81	
Deficience	-1.00	-1.96	+1.01	-1.80	-1.54	+2.78	-1.42	+1.70	-1.14	-0.89	+0.10	+1.00	

+Excess. —Deficiency. T indicates precipitation too small to measure.

CUSTOM HOUSE TRANSACTIONS, 1902.

Condensed Classification of Commodities imported into St. Louis during the year ending December 31, 1902, showing foreign value and duty paid.

CHAS. F. GALENKAMP,

Surveyor of Customs.

COMMODITIES.	Value.	Duty.
Art Works.....	\$ 6,052 00	\$ 997 00
Books and Printed Matter.....	10,896 00	2,599 00
Brushes.....	8,866 00	1,846 40
Burlaps and Bagging.....	565,805 00	150,841 95
Chemicals and Drugs.....	882,886 00	99,129 14
China and Earthenware.....	68,589 00	88,442 85
Cutlery.....	67,884 00	88,804 78
Jewelry and Precious Stones.....	5,160 00	1,588 70
Toys.....	18,097 00	4,588 95
Fire Arms.....	11,044 00	8,476 80
Fish.....	85,248 00	10,579 99
Free Goods.....	494,838 00	.....
Glassware.....	20,378 00	12,529 51
Glass, Window.....	464,264 00	188,752 72
Hops.....	108,418 00	40,223 88
Marble and Stone.....	10,011 00	5,247 60
Manufactured Cork.....	85,154 00	21,974 20
" Cotton.....	617,410 00	247,141 25
" Flax.....	200,224 00	90,514 83
" Leather.....	41,681 00	19,408 06
" Metal.....	47,971 00	21,596 95
" Paper.....	56,891 00	16,989 56
" Silk.....	92,496 00	52,598 88
" Wood.....	4,830 00	1,755 40
Miscellaneous.....	885,706 00	291,110 28
Oil Cloths.....	41,194 00	21,211 14
Paints and Colors.....	5,148 00	1,414 89
Rice, Granulated.....	182,810 00	20,575 75
Spirituons Liquors.....	54,696 00	50,857 64
Straw Matting.....	168,797 00	69,540 87
Tobacco and Cigars.....	189,894 00	165,177 66
Wines, Sparkling.....	86,880 00	22,588 67
Wines, Still.....	66,894 00	28,679 13
Steel Wire.....	196,935 00	79,704 74
Tea.....	86,665 00	81,648 50
Woolens.....	86,261 00	53,559 58
Collections from all other sources.....	.....	70,994 28
Total, 1902.....	\$4,712,562 00	\$1,906,151 48
Total, 1901.....	4,844,428 00	1,908,898 96

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1902.—CHAS. F. GALLENKAMP, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1901.....	\$196,679 00	\$187,787 81		
January, 1902.....	16,271 00	15,496 55	\$ 27,868 00	\$ 28,288 38
February, ".....	15,798 00	11,176 61	33,400 00	23,390 82
March, ".....	23,195 00	13,677 88	23,490 00	15,811 62
April, ".....	13,798 00	12,781 32	26,081 00	20,060 06
May, ".....	33,080 00	35,405 04	26,744 00	23,671 00
June, ".....	15,297 00	13,599 52	19,517 00	15,352 94
July, ".....	30,660 00	26,168 70	26,169 00	22,708 24
August, ".....	61,698 00	70,036 46	23,209 00	20,216 36
September, ".....	43,002 00	40,960 79	33,010 00	41,108 32
October, ".....	33,690 00	35,832 20	27,863 00	31,010 51
November, ".....	54,941 00	36,372 17	33,260 00	22,566 50
December, ".....	71,888 00	47,908 99	39,248 00	52,263 04
TOTALS.....	\$610,187 00	\$487,248 54	\$396,824 00	\$314,412 79
In Warehouse Dec. 31, 1902.....			218,868 00	172,835 75

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1902.

CHAS. F. GALLENKAMP,
Surveyor of Customs.

COMMODITIES.	Gallons.	Number.	Pounds.	Value.
Ammonia.....			18,476	\$ 3,236 00
Beer.....	650,296			489,496 00
Burlaps.....			2,447,651	162,265 00
Calendars.....			65,374	1,905 00
Drugs.....			33,290	15,468 00
Dry Plates.....			333,111	64,559 00
Salt.....			491,660	1,464 00
Steel Wire Rope.....			337,912	41,750 00
Tobacco.....			106,624	37,413 00
TOTAL.....	650,296		4,029,088	\$ 767,446 00

During the first three months of 1902, drawback to the Philippine Islands was not allowed. Shipments made to these Islands during that time did not go in bond, therefore are not included in this report.

STATEMENT OF BUSINESS TRANSACTIONS AT THE ST. LOUIS POSTOFFICE DURING 1900, 1901 AND 1902.

F. W. BAUMHOFF, Postmaster.

REVENUES.

	Receipts.	Expenditures.
1902.....	\$2,736,763.05	\$1,880,574.82
1901.....	2,240,429.72	1,241,282.07
1900.....	2,081,664.77	1,211,642.34
Increase in receipts.....		\$ 496,833.88
Increase in net revenue		857,040.58

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN ST. LOUIS.

		Increase.
Total pounds handled in 1902.....	34,733,382	
Total pounds handled in 1901.....	30,521,550	
Total pounds handled in 1900..	30,064,921	4,211,832
Total number pieces outgoing handled in 1902...	282,321,446	
Total number pieces outgoing handled in 1901 ..	245,784,171	
Total number pieces outgoing handled in 1900...	225,085,670	36,587,275

RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1902.....	7,131,521	Total pieces handled, 1902. 101,530,509
Total pounds, 1901.....	6,561,336	Total pieces handled, 1901. 94,506,880
Total pounds, 1900.....	6,170,720	Total pieces handled, 1900. 89,721,778

MAIL MATTER COLLECTED AND DELIVERED BY CITY DELIVERY.

Total pounds, 1902.....	23,816,173	Total pieces, 1902	452,507,287
Total pounds, 1901	18,437,827	Total pieces, 1901.....	378,194,367
Total pounds, 1900.....	14,327,056	Total pieces, 1900.....	301,084,920

LOCAL DROP MAIL.

	1902. Pounds.	1902. Pieces.	1901. Pounds.	1901. Pieces.	1900. Pounds.	1900. Pieces.
Letters	907,101	54,528,060	904,961	54,297,660	779,336	46,760,160
Cards	37,536	6,591,900	36,968	5,545,200	35,399	5,309,850
Circulars	152,110	6,064,400	148,780	5,951,200	103,440	4,137,600
Second Class....	276,710	3,043,810	273,549	3,009,039	230,142	2,581,562
Third Class.....	320,944	6,418,890	289,788	5,795,760	272,006	5,440,120

RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1902.....	3,520,990
Total number, 1901.....	2,843,506
Total number, 1900.....	2,458,257

ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1902.....	1,212,491	\$9,603,590.21
1901.....	1,157,718	8,395,089.32
1900.....	1,126,759	7,783,364.59

U. S. INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.
BENJ. WESTHUS, Collector.

	1897.	1898.	1899.	1900.	1901.	1902.
TRADE AND COMMERCE OF						
Lisfs (penalties, etc.).....	\$ 6,813 58	\$ 132,455 79	\$ 98,963 35	\$ 160,739 11	\$ 188,473 83	\$ 144,845 64
Spirits Stamps.....	881,816 48	1,134,839 74	685,729 77	108,865 18	120,993 89	48,500 21
Tobacco Stamps.....	3,755,268 74	5,627,089 61	8,000,733 63	9,515,895 13	8,885,945 23	6,485,203 24
Cigar and Cigarette Stamps.....	484,513 99	524,873 83	281,672 46	210,167 14	192,633 07	173,558 87
Snuff Stamps.....	1,172 22	1,758 02	2,002 56	1,788 12	1,574 19	849 85
Beer Stamps.....	2,005,294 90	3,015,508 03	2,885,760 87	4,298,151 76	4,302,891 02	3,432,974 65
Special Tax Stamps.....	137,641 44	164,089 75	176,871 29	177,609 16	185,497 10	167,618 92
Playing Cards.....	8 64	15 70	9 08	4 14	2 43	5 50
Mixed Flour.....	.....	130 10	164 08	99 00	62 00	73 00
Documentary Stamps.....	.....	693,898 92	925,504 95	985,898 68	494,311 23	127,708 30
Proprietary Stamps.....	.....	145,988 43	216,000 26	219,801 59	192,703 72	12,435 41
Oleomargarine.....	.....	.....	.....	.....	.....	5,615 10
Total.....	\$ 7,271,984 99	\$ 11,440,470 80	\$ 14,276,461 24	\$ 15,676,548 96	\$ 14,490,068 84	\$ 10,588,877 89

RAILROAD TRANSPORTATION.

By R. S. TOMPKINS, Commissioner, St. Louis Traffic Bureau.

The Great Trunk Lines leading in all directions from this city indicate the importance of the trade and commerce of St. Louis, and new roads are being built to take care of the increased traffic to the South and West, brought about by the rapid development of that part of the United States.

The year 1902 has brought the greatest improvements in rail transportation facilities in the history of the city. The construction of new roads in Southern Missouri opens up much new local territory, which will prove valuable to this market.

The St. Louis-Kansas City line of the Rock Island lies midway between the Missouri Pacific and the Frisco, and gives a new short line to Union, Versailles, Windsor and other points in Western Missouri.

The Frisco has purchased the St. Louis, Memphis & Southeastern and the St. Louis & Gulf Railways, and is building a new road from St. Louis along the west bank of the Mississippi River, connecting with their line just west of Memphis, and giving direct rail connection via Cape Girardeau with the network of their small roads in Southeastern Missouri, as well as opening up a new route to the Southeast.

The White River Valley line of the Missouri Pacific, now under construction, extending from Batesville, Arkansas, northwest, along the valley of the White River to Carthage, Mo., reaches a territory which has long been in need of rail facilities.

In Oklahoma and the Indian Territory, there is the Arkansas & Choctaw line of the Frisco on the north bank of the Red River, now completed, 120 miles west from the Arkansas-Indian Territory line, and their Oklahoma City and Western branch in operation from Oklahoma City to Chickasha, and under construction to Quanah, Texas.

Also the new line of the Missouri, Kansas & Texas under construction from Coffeyville, Kans., to Guthrie, O. T., all reaching new territory tributary to this market.

The St. Louis Valley Road, recently completed between East St. Louis and Gale, Ill., 120 miles, and the river division of the Missouri Pacific, Jefferson City to Boonville, which was completed last February, are good examples of new railroad construction, which is along lines providing road beds, with a minimum curvature and grade for the economical handling of heavy tonnage.

The extension of the Illinois Central to Golconda, Ill., should bring some new trade to this market, as the only entrance into that city in the past has been by the Ohio River boats.

Another through line will soon be opened from St. Louis to the Atlantic Seaboard the Wabash or Gould interests having purchased a number of small lines, and have under construction new connecting lines, which will give them an outlet to tidewater at Baltimore.

The control of the Chicago & Eastern Illinois has passed to the Frisco, and they are now building some new track west from Findley, Ill., which, with a joint trackage arrangement with the Big Four, will give them an entrance to this city, and open up a new line to Chicago.

The Louisville & Nashville is now controlled by the Atlantic Coast Line, which will bring about improved traffic arrangements and service by that company on shipments from this market, destined to points on the South Atlantic Coast.

Many improvements have been made in the passenger service of the St. Louis lines, by increasing the number of trains; adding new equipment and cutting down the running time of many of their fast trains, which has resulted in an increased travel via this gateway. Improvements have also been made in the fast mail service from the East.

The Southwestern lines have established a bureau in this city to advertise the advantages of the great Southwest, and have made low rates for home-seekers to push the settlement and development of that section, which will prove advantageous to St. Louis, the great trade center for that section.

The terminal improvements which have been made, and those now under way, should give this city facilities second to none in this country. The completion of belt tracks around St. Louis and East St. Louis by the Terminal Association, will enable them to handle all through freight without bringing it through the Mill Creek Valley. This will take 40% of the business which is now handled through the city and will give additional facilities for handling city freight and the passenger business. The Terminal Association has acquired control of the Wiggins Ferry and Interstate Car Transfer Companies, which, it is claimed, will give improved terminal service by a division of the business and the handling of the fast freight over the bridges and the slow freight on the ferries.

One of the most important improvements by the Terminal Association will be the construction of elevated tracks from the Eads Bridge to the Union Station, permitting the handling of passenger trains to the Union Station without passing through the tunnel. This will remove a long-standing objection the traveling public has had against this gateway. They will also construct a new depot near the foot of Olive street, which will permit passengers on trains from the East to stop down town, and not have to make the trip to the Union Station.

The Taylor City Belt Railway has recently been completed, which connects with and gives the Missouri Pacific and Frisco an entrance into the World's Fair Grounds.

The terminal yards of all lines have been improved and enlarged by the purchase of property for new train yards, which will prevent blockades in the future, and provide for the prompt setting of cars after arrival.

Many new lines have been projected, which will increase the trade of this city, and some are now under construction—the Iowa & St. Louis has 45 miles of its road completed, which will extend 530 miles northwest from this city via Des Moines to Sioux City. The Rock Island has surveyed a route and proposes to build a short line between St. Louis and Chicago.

A new terminal company seeks right of way over about 10 miles of city streets, principally along Main street and Clark avenue, and they propose to build a third bridge and extensive terminals.

All of these improvements speak in no uncertain terms for the future of the trade and commerce of New St. Louis.

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRY FOR 1902.

AND COMPARISON WITH PREVIOUS YEARS.

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1902,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET**

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	116,850	1,672,234	2,462,
" By Wagon.....		790,000	890,
Merchants' Bridge.....	55,608		1,217,
The Wiggins Ferry.....	42,089	841,980	721,
" By Wagon.....		876,186	288,
The Carondelet Ferry.....	27,651		60,
The Interstate Car Transfer.....	18,440		
The Madison County Ferry.....			
Total tons West to East during 1902.....			
" " " " 1901.....			5,680,
" " " " 1900.....			5,877,
" " " " 1899.....			5,425,
" " " " 1898.....			4,814,
" " " " 1897.....			4,150,
" " " " 1896.....			3,643,
" " " " 1895.....			2,984,
" " " " 1894.....			2,625,
" " " " 1893.....			2,600,
" " " " 1892.....			3,813,
" " " " 1891.....			3,848,
" " " " 1890.....			8,007,

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	174,209	8,896,905	4,296,
" By Wagon.....		400,000	1,202,
Merchants' Bridge.....	56,718		1,944,
The Wiggins Ferry.....	59,448	1,428,632	787,
" By Wagon.....		517,702	688,
The Carondelet Ferry.....	26,608		53,
The Interstate Car Transfer.....	24,298		20,
The Madison County Ferry.....			
The St. Clair Ferry Co.....			
Total Tons East to West during 1902.....			
" " " " 1901.....			8,943,
" " " " 1900.....			7,982,
" " " " 1899.....			8,415,
" " " " 1898.....			8,689,
" " " " 1897.....			8,084,
" " " " 1896.....			5,446,
" " " " 1895.....			5,096,
" " " " 1894.....			5,637,
" " " " 1893.....			4,878,
" " " " 1892.....			8,291,
" " " " 1891.....			8,289,
" " " " 1890.....			6,930,
Total both Ways 1902.....			
" " " " 1901.....			14,578,
" " " " 1900.....			18,810,
" " " " 1899.....			11,840,
" " " " 1898.....			11,478,
" " " " 1897.....			10,144,
" " " " 1896.....			9,069,
" " " " 1895.....			8,081,
" " " " 1894.....			8,452,
" " " " 1893.....			7,563,
" " " " 1892.....			8,109,
" " " " 1891.....			8,232,
" " " " 1890.....			8,898,

LOCAL AND THROUGH TONNAGE.

	1901.		1902.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local	13,082,116	72.83	13,164,995	71.25
Total tons freight received, through	4,864,212	27.18	5,812,884	28.74
Tons freight received by rail, local	12,539,311	72.19	12,747,975	70.58
Tons freight received by rail, through	4,864,212	27.90	5,812,884	29.42
Tons freight, excluding coal, received by rail, local	7,970,262	63.60	7,899,417	62.08
Tons freight, excluding coal, received by rail, through	4,560,548	36.40	4,718,098	37.97

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1902. Tons.	1901. Tons.	1900. Tons.
Baltimore & Ohio S. W. R. E.	682,275	608,485	508,987
Chicago, Alton & St. L. "	28,542	100,692	86,062
O. C., O. & St. Louis "	160,638	268,914	164,047
Vandalia "	509,61	421,540	406,512
Illinois Central "	1,061,585	922,279	961,884
Wabash "	188,198	100,863	195,849
Louisville & Nashville "	594,745	554,762	474,176
Southern "	646,996	731,223	599,237
Mobile & Ohio "	835,884	298,672	268,126
Toledo, St. L. & Western "	49,014	40,218	94,787
Chicago, Peoria & St. L. "	412,218	405,029	368,796
St. Louis & O'Fallon "	66,264	.....	.....
St. Louis Valley "	2,490	.....	.....
St. L., Belleville & So. "	89,787	37,868	36,884
St. L., Troy & Eastern "	755,840	485,053	114,113
St. L., Belleville & Sub. "	169,209	1,472	.....
From Ohio River	53,500	52,515	.....
Total Tons	5,706,794	4,955,228	4,860,399

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1899..... 121,539 tons.	1894..... 185,494 tons.	1899..... 292,118 tons.
1890..... 124,535 "	1895..... 207,784 "	1900..... 180,550 "
1891..... 130,050 "	1896..... 218,935 "	1901..... 200,797 "
1892..... 187,327 "	1897..... 172,933 "	1902..... 69,944 "
1893..... 173,638 "	1898..... 225,806 "	

Receipts of Anthracite Coal in 1899: 261,471 tons local; 80,647 tons through.

" " " 1900: 159,208 " " 21,342 " "
" " " 1901: 198,678 " " 7,124 " "
" " " 1902: 58,849 " " 2,595 " "

Receipts of Coke, 1900, 158,858 tons.

Receipts of Coke, 1902, 168,600 tons.

" " 1901, 212,608 "

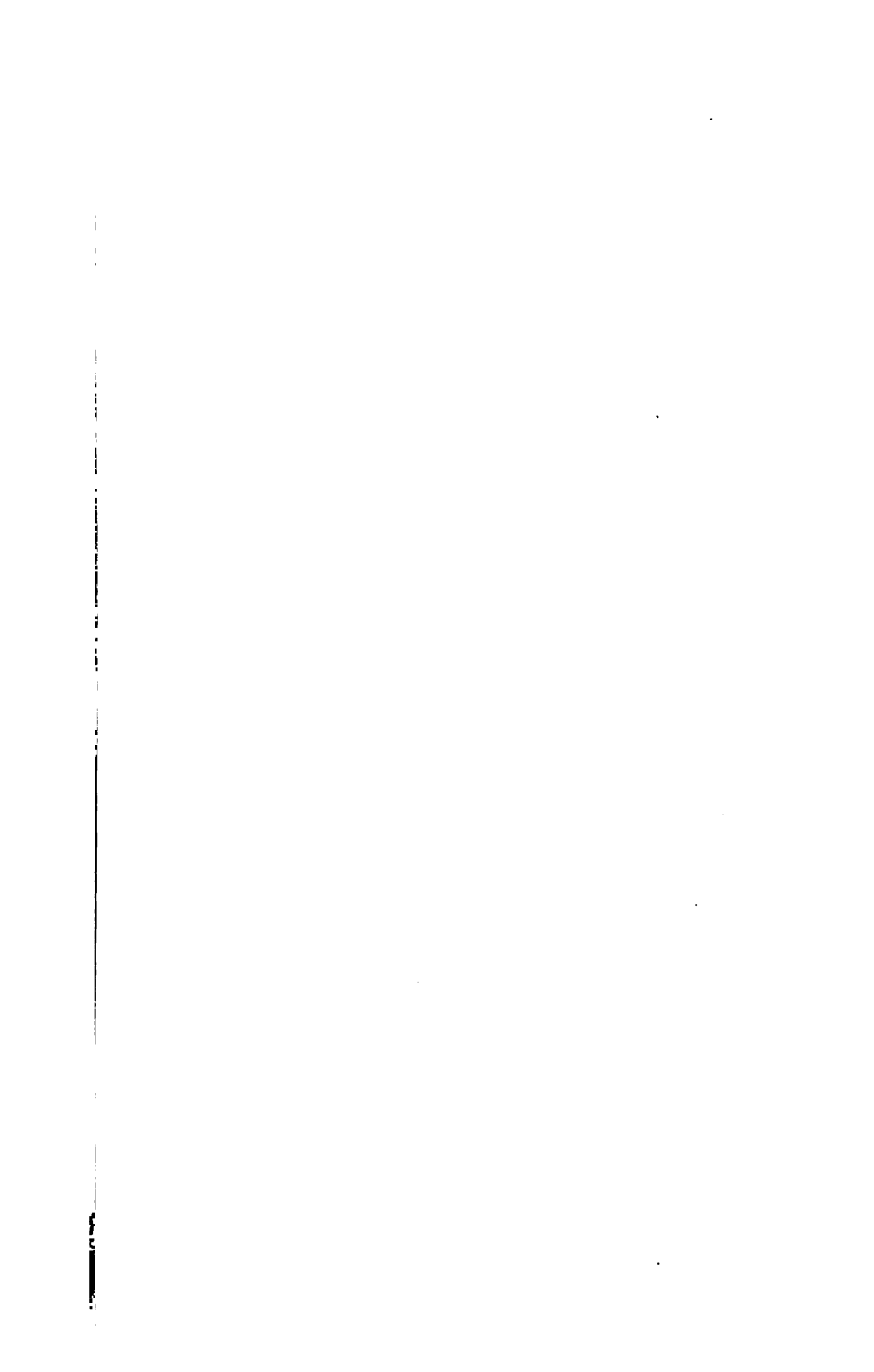
MONTHLY RECEIPTS OF ANTHRACITE COAL IN 1902.

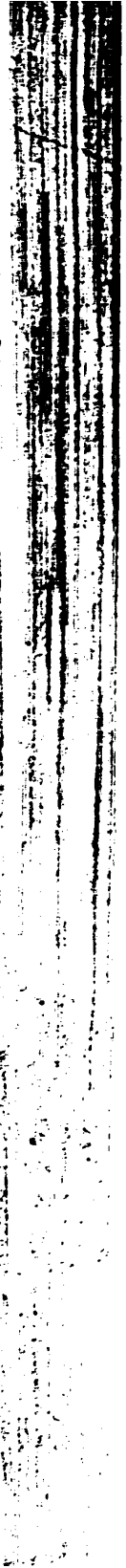
MONTH.	Local, Tons.	Thro., Tons.	MONTH.	Local, Tons.	Thro., Tons.
January	10,451	47	July	811	857
February	6,734	238	August	928	189
March	5,938	282	September	981	144
April	8,810	188	October	4,401	816
May	9,208	886	November	5,144	210
June	2,808	125	December	2,602	288

STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR THREE YEARS.

ROUTE.	1902.	1901.	1900.
Chicago & Alton R. R. (Mo. Div.).....	158,049	175,578	108,610
Missouri Pacific R. R.....	1,887,697	1,200,548	1,275,087
St. Louis & San Francisco R. R.	611,999	680,084	617,806
Wabash Railway (West).....	606,641	576,297	440,287
St. Louis, Kansas City & Colorado R. R.....	180,786	80,517	88,555
Missouri, Kansas & Texas R. R.....	452,288	862,909	448,444
St. Louis-Southwestern Ry.....	128,286	111,678	.....
St. Louis, Iron Mountain & Southern R. R.....	1,010,149	2,069,912	1,987,081
Illinois Central R. R.....	2,186,099	1,881,505	1,670,888
Louisville & Nashville R. R.....	1,036,965	892,473	800,699
Mobile & Ohio R. R.....	1,296,047	966,186	951,881
Southern R. R.....	872,929	1,269,536	915,871
Baltimore & Ohio Southwestern R. R.....	1,185,403	1,084,588	986,839
Chicago, Alton & St. Louis R. R. (Main Line).....	594,416	604,027	484,844
Cleveland, Cincinnati, Chicago & St. Louis R. R.....	688,788	784,021	546,444
Terre Haute & Indianapolis R. R. (Vandalia Line).....	1,080,522	879,470	827,461
Wabash Railroad (East).....	1,086,869	926,815	789,911
Toledo, St. Louis & Western R. R.....	442,592	847,248	254,444
Chicago, Peoria & St. Louis R. R.....	928,555	911,858	884,451
Chicago, Burlington & Quincy R. R.....	890,505	501,151	468,861
St. Louis, Keokuk & Northwestern R. R.....	989,026	766,678	871,991
St. Louis, Troy & Eastern R. R.....	768,592	440,018	.....
St. Louis, Belleville & Suburban Ry.....	189,209	1,472	114,111
St. Louis & O'Fallon R. R.....	66,563	.....	.....
St. Louis, Belleville & Southern R. R.....	89,787	.....	.....
St. Louis Valley Ry.....	18,212	.....	.....
Upper Mississippi River.....	88,005	68,470	50,071
Lower Mississippi River.....	248,905	238,886	274,444
Illinois River.....	18,825	27,895	20,999
Missouri River.....	6,080	8,860	2,721
Ohio River.....	59,890	57,815	2,701
Cumberland and Tennessee Rivers.....	19,690	21,330	87,821
Upper Mississippi River by Rafts.....	80,875	50,550	78,841
Total in Tons.....	18,477,729	17,896,823	15,887,451
Total by Rail.....	18,060,809	17,483,523	15,375,441
Total by River.....	416,920	463,805	512,010





STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR THREE YEARS.

ROUTE.	1902.	1901.	1900.
Chicago & Alton R. R. (Mo. Div.).....	161,166	81,648	78,080
Missouri Pacific R. R.....	1,020,184	900,820	782,979
St. Louis & San Francisco R. R.....	1,066,011	906,877	696,702
Wabash Railway (West)	588,855	495,518	461,451
St. Louis, Kansas City & Colorado R. R.....	82,747	89,605	18,877
Missouri, Kansas & Texas R. R.....	869,984	848,085	268,598
St. Louis Southwestern Ry.....	74,199	48,150	.....
St. Louis, Iron Mountain & Southern R. R.....	796,125	1,651,009	1,187,429
Illinois Central R. R.....	776,188	705,244	690,581
Louisville & Nashville R. R.....	442,206	406,224	483,906
Mobile & Ohio R. R.....	548,617	487,405	483,880
Southern R. R.....	872,551	588,408	318,698
Baltimore & Ohio Southwestern R. R.....	889,598	398,071	526,287
Chicago, Alton & St. Louis R. R. (Main Line)....	578,445	484,592	428,656
Cleveland, Cincinnati, Chicago & St. Louis.....	899,674	448,818	447,712
Terre Haute & Indianapolis R. R. (Vandalia).....	427,798	451,180	409,527
Wabash Railway (East).....	908,602	622,226	618,558
Toledo, St. Louis & Western R. R.....	470,186	507,014	810,885
Chicago, Peoria & St. Louis R. R.....	422,080	318,973	872,652
Chicago, Burlington & Quincy R. R.....	550,686	441,778	449,748
St. Louis, Keokuk & Northwestern R. R.....	617,562	488,485	479,118
St. Louis & O'Fallon R. R.....	100	.....	.....
St. Louis Valley Ry.....	8,729	.....	.....
Upper Mississippi River.....	28,180	23,392	96,675
Lower Mississippi River.....	174,517	158,498	187,885
Illinois River.....	10,445	9,090	5,020
Missouri River.....	4,840	7,185	1,225
Ohio River.....	.....	.....	.....
Cumberland and Tennessee Rivers.....	11,284	11,111	15,275
Total in Tons.....	11,259,848	10,862,836	9,425,889
Total by Rail.....	11,065,586	10,658,065	9,180,809
Total by River.....	224,262	209,271	245,080

**PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST
ST. LOUIS TO NEW YORK, DURING 1902.**

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to December 7th	85	20½	41	80
December 8th to December 31st	85	28	46	80

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 8 cents lower than New York.

Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York rates.

Meats to Boston 8 cents higher, to Philadelphia 2 cents and Baltimore 8 cents lower than New York.

CLASS RATES.

	1	2	3	4	5	6
To New York	87	75½	58	40½	25	29
To Boston	94	81½	63	44½	28	31
To Philadelphia	85	73½	56	38½	23	27
To Baltimore	84	72½	55	37½	23	26

Rate on Grain from St. Louis Elevators 1 cent per 100 lbs. more than East St. Louis rates.

Rates on other heavy freight from St. Louis 1½ to 5 cents per 100 lbs. more than East St. Louis rates.

**ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS
TO SOUTHERN CITIES DURING 1902.**

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel, C. L.	20	24	24
Pork per barrel, C. L.	65	82	63
Grain per 100 lbs., any quantity	12	20	20
Meat packed, per 100 lbs., C. L.	18	30	30
Meat loose, per 100 lbs., C. L.	18	30	30
Hay per 100 lbs., C. L.	12	20	20

**PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN
FROM EAST ST. LOUIS TO NEW YORK.**

	Per 100 lbs.		Per 100 lbs.
1902	20.66 cts.	1899 On Grain	26.62 cts.
1901	19.88 "	1891 On Wheat	29 "
1900	19.88 "	1891 On Corn	28½ "
1899 On Grain (except Corn)	21.96 "	1890 On Wheat	27½ "
1899 On Corn	20 7-10 "	1890 On Corn	28½ "
1898 On Corn	20½ "	1889 Except Corn	26½ "
1897 On Corn for Export	17½ "	1889 On Corn	26 "
1897 On Grain	23-26 "	1888	29½ "
1896	23 "	1887	32 2-16 "
1895	23.57 "	1886	29 "
1894	24.78 "	1885	23 1-7 "
1893	23.50 "	1884	26 "

THE RIVERS.

River traffic during 1902 was slightly less than for the preceding year, as shown by the following table:

	1900.	1901.	1902.
Tons received by steamboats and barges	488,670	412,255	896,045
Tons received by rafts.....	78,840	50,550	80,875
Tons shipped by steamboats and barges.....	245,580	209,271	224,262
Total.....	787,590	672,076	641,182

There was a good stage of water in the lower river during the year, but the traffic was light on through business, there being but a small movement in export grain. Could a good stage of water be depended upon every year, the lower river traffic would be revived, and new boats enter the trade.

The appropriation by the general government of \$850,000 per year for four years for the improvement of the Mississippi between the mouth of the Ohio and the mouth of the Illinois, justifies the belief that a navigable channel of eight feet will be secured for the entire year.

Captain D. M. Connors, makes the following report of the Memphis route:

"The business of the Lee Line Steamers operating between St. Louis and Friar's Point, Miss., showed a marked improvement over the preceding year both in freight and passengers. To this, however, we attribute the unusual good stage of water which was the most favorable for the past ten years, also the good connections made at Memphis with the lower river boats which enabled us to carry freight and passengers to points on the lower river as far south as Vicksburg."

The local packets running to Commerce and intermediate points were actively engaged during the entire season and did a good business.

Mr. Isaac P. Lusk gives the following statement of the business of the upper river:

"The passenger and freight traffic of the Upper Mississippi river has been very satisfactory for the past season. All the local packets running in short trades have done the largest business in their history. There has been an excellent stage of water in the Upper Mississippi except between LaCross, Wis., and the foot of Lake Pepin, and for this stretch of river there was only three feet of water for several weeks, and on which account our steamers were unable to handle any shipments of freight for St. Paul, Minn., or for any point above LaCross, Wis., although considerable business was offered us. This low water spoken of, came early in August and continued through August and part of September, and although our steamers could handle no freight whatever for points above LaCross to St. Paul,

Minn., still they continued to run through to St. Paul until the middle of September, and never missed a trip in getting through to St. Paul; being able, however, to carry only passengers and no freight.

"The passenger business handled by the steamers of the Upper Mississippi river is constantly increasing. There is a certain amount of freight business which can always be augmented when there is a good stage of water, but with the low stage of water experienced almost every year in the Upper Mississippi after the middle of July or first of August, the freight handled by steamers from St. Louis to points, say north of Davenport Iowa, is insignificant. With proper improvement of the Upper Mississippi river by which a good navigable channel could be maintained of not less than five feet of water during the low water season there would be an immense amount of traffic brought to the river that is now dependent upon the railroads, while local industries would be greatly benefited by the low rates that would prevail.

"The average yearly receipts for the Diamond Jo Line Steamers is made up of more than 75% from the passenger traffic, leaving only about 25% for the freight traffic receipts, and this small percentage is accounted for solely for the reason that the steamers of this line are unable to handle the freight offerings a large part of the time that they are running, on account of the low stage of water. It is only on account of the good passenger business enjoyed for a few summer months that the steamers are enabled to run; otherwise there would not be a through steamer running at any time from St. Louis to St. Paul."

Mr. J. E. Massengale made the following report on the Tennessee river trade:

"In reference to the trade of the Tennessee river valley, our steamers (six in number) that serve St. Louis from that territory, traverse the Tennessee river a distance of 800 miles, between Paducah, Ky., and Florence, Ala., and have had a better business from that section this year than for several years past, particularly in shipments of cotton, peanuts and stock. That territory was favored with very large crops this year, particularly in cotton, corn and peanuts; hence is prosperous, and we have brought and will bring to St. Louis from the present crop, say 10,000 bales of cotton which is 40% more than the average. Our flour, bacon, groceries and produce from St. Louis have increased possibly 15% to that section, but regret to say that our dry-goods, boot and shoe trade has not increased; in fact, it shows less this fall than formerly, but as a whole the business has been very satisfactory, and the outlook is not gloomy by any means.

"The business of both the Illinois and Missouri rivers has been fairly satisfactory and up to the average."

STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1902.

"DIAMOND JO" LINE.

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" "
" Quincy,	" "

EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Josie,	" "
" Cape Girardeau,	" "

ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.

Steamer City of Memphis,	Tennessee River.
" City of Clifton,	Tennessee River.

LEE LINE.

Steamer Peters Lee,	Lower Mississippi River.
" Rees Lee,	" "
" Georgia Lee,	" "
" Stacker Lee,	" "

ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION COMPANY.

Steamer S H. H. Clark,	Lower Mississippi River.
" H. M. Hoxie,	" "
" Henry Lourey,	" "

STEEL BARGE LINE.

Steamer J. H. McDougall,	Lower Mississippi River.
--------------------------	--------------------------

INDEPENDENT PACKETS AND TOWBOATS.

Steamer Chester,	Lower Mississippi River.
" City of Peoria,	Upper " "
" City of St. Louis,	Lower Mississippi River.
" Columbia,	" "
" Jacob Richtman,	Upper Mississippi River.
" J. M. Richtman,	" "
" Polar Wave,	" "
" Jack Frost,	Illinois River,
" Charlotta Boeckeler,	" "
" Saturn,	Upper Mississippi River.
" Satellite,	" "
" Pathfinder,	" "
" W. H. Grapevine,	Lower " "

Steamer Seawing,	Upper Mississippi River.
" Phil Davis,	" " "
" Pearlle Davis,	" " "
" Kit Carson,	Upper Mississippi River.
" Lumberboy,	" " "
" New Haven,	Illinois River.
" John Barrett,	Lower Mississippi River.
" Wash Honshell,	" " "
" Parker,	Upper " "
" Ida Mac,	" " "
" Beaver,	Lower " "
" Eva Alma,	Upper " "
" Belle of Calhoun,	" " "
" Fred Hartney,	Lower " "
" Elenore,	Illinois " "
" Lotus Sims,	Lower " "
" Jessie Bell,	Upper " "
" Edith,	" " "
" John H. Kirby,	Lower " "
" H. F. Frisbie,	" " "
" Russell Lord,	" " "
" Dolphin,	" " "
" Mary M. Michael,	Lower Mississippi River.
" Flying Eagle,	Upper " "
" Little Clyde,	Illinois River.
" Lizzie Gardner,	Upper Mississippi River.
" Polly,	" " "
" Fritz,	Ohio River.
" T. H. Davis,	Lower Mississippi River.
" India Givens,	Upper " "
" City of St. Sheffield,	" " "
" Megiddo,	" " "
" Herman Paepcke,	Ohio River.
" Kennedy,	Lower Mississippi River.
" Julia,	Upper " "
" Clymax,	" " "
" Mascot,	" " "
" Tenbroeck,	" " "
" Woodruff,	" " "
" Eagle,	Lower " "
" Wanderer,	Upper " "
" Vera,	Illinois River.
" Bart. E. Linehan,	Upper Mississippi River.
" City of St. Joseph,	Missouri River.

PLEASURE BOATS.

Steamer	Annie Russell,	Steamer	Hall City,
"	Lulu G,	"	Lotus,
"	Undine,	"	La Tosca,
"	Henrietta,	"	Midia,
"	Glad Tidings,	"	Midway,
"	Gazel,	"	City of Providence.

UNITED STATES BOATS.

Steamer	Sachem,	Steamer	Lily,
"	Choctaw,	"	General Barnard,
"	Wynoka,	"	John N. Maccomb,
"	Nakomis,	"	Mississippi,
"	Leota,	"	Vixen,
"	General Gilmore,	"	A. L. Abbott,
"	Search,	"	General Casey,
"	General John Newton,	"	C. B. Suter,
"	Minnetonka,	"	Titan,
"	H. G. Wright,	"	Colonel Patterson,
"	Colonel A. W. Mackenzie,	"	A. J. Whitney,
"	C. W. Howell,	"	T. B. Florence,
"	No. 9.	"	Patrol.

DEPTH OF CHANNEL SOUTHWARD IN 1902.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio River Pilots' Society, was as follows:

ST. LOUIS TO CAIRO.

January 5 to 12.....	6½ ft.	August 10 to 20.....	8 ft.
" 15 to 28.....	6¾ "	" 20 to 31.....	10½ "
February, froze up, no boats, no soundings.		September 1 to 10.....	12 "
March 1 to 15.....	15 "	" 10 to 20.....	7 "
" 15 to 30.....	13 1-8 "	" 20 to 30.....	7½ "
April 2 to 15.....	12¾ "	October, no reports from pilots stage of water, 12 to 18 ft. on St. Louis gauge, which indicates 12 feet at shoalest place hence to Cairo.	
" 15 to 22.....	11¾ "	November 8 to 15.....	8 ft.
" 22 to 30.....	10¾ "	" 15 to 20.....	9 "
May, whole month.....	18 "	" 20 to 30.....	8¾ "
June 1 to 18.....	14 "	December 1 to 12.....	10 "
" 18 to 30.....	16¾ "	" 12 to 22.....	11 "
July, no soundings, throughout month.....	12 to 15 "	" 25 to 31.....	8¾ "
August 1 to 10.....	8¾ "		

CAIRO TO NEW ORLEANS.

January, no boats, no soundings.		August, no boats till 17th.	
February, no boats, no soundings.		" 17 to 20.....	12¾ ft.
March, no boats, no soundings.		" 20 to 25.....	12 "
Throughout all three months there was good stage, 9 to 12 ft. on all shoal places.		" 25 to 31.....	9¾ "
April 1 to 15.....	19¾ ft.	September 4 to 10.....	8 "
" 17 to 30.....	18¾ "	" 10 to 20.....	9 "
May 5 to 12.....	17¾ "	October 1 to 10.....	10½ "
" 15 to 23.....	17¾ "	" 10 to 30.....	12 "
June, average depth for month.....	19 2-8 "	November 1 to 15.....	8 "
July, no through boats out of St. Louis, no soundings; shoalest water hence to New Orleans.....	9 ft.	" 18 to 30.....	8¾ "
		December 10 to 18.....	20 "
		" 18 to 25.....	21 "
		" 25 to 30.....	19¾ "

The city directrix is 83.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1828, and is 412.71 feet above mean Gulf level.

For the past thirty-five seasons navigation southward has been suspended by ice as follows:

Winter 1865-66, from December 15th to January 12th.....	27 days.
" 1866-67, " December 26th to February 3d.....	38 "
" 1867-68, " January 8th to February 18th.....	40 "
" 1868-69, open all winter.....	
" 1869-70, from December 31st to December 28th.....	7 "
" 1870-71, " December 31st to January 23d.....	33 "
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th....	42 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.....	
" 1874-75, from December 30th to February 27th.....	58 "
" 1875-76, open all winter.....	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.....	
" 1878-79, from December 16th to January 29th and February 14th to 17th....	46 "
" 1879-80, from December 17th to December 31st inclusive.....	15 "
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	78 "
" 1881-82, open all winter.....	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 13.....	59 "
" 1883-84, from Dec. 18 to Feb. 5.....	48 "
" 1884-85, from Dec. 19th to 30th, and 35 days in January and February....	47 "
" 1885-86, from Dec. 10 to Dec. 28, and from Jan. 7th to Feb. 16th.....	55 "
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27.....	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	43 "
" 1888-89, open all winter.....	
" 1889-90, open all winter.....	
" 1890-91, open all winter.....	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 30th to Feb. 15.....	57 "
" 1893-94, open all winter.....	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.....	
" 1896-97, open all winter.....	
" 1897-98, open all winter, but some ice running.....	
" 1898-99, from Dec. 7th to 22nd, Jan. 1st to 10th, Jan. 30th to March 1st, 54 "	
" 1899-1900, from Dec. 30th to Jan. 13th and 24 days between January 28th and March 4th.....	37 "
" 1900-1901, during February.....	28 "
" 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to Feb. 28th. 55 "	
" 1902-1903, from December 27th to.....	

STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1902:

		No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled	Wood Steamers.....	81	25,620	23,121
"	Iron and Steel Steamers...	8	2,599	2,525
"	Barges (wood).....	45	86,751	86,692
"	Barges (steel).....	2	2,524	2,524
"	Steam Yachts (wood).....	2	112	62
"	Steam Yachts (steel).....	2	177	123
"	Sailing Yachts (wood).....	1	80	26
"	Sailing Yachts (steel).....	1	62	62
Temporary	Steamers (steel).....	1	1,079	1,079
Licensed	Steamers (wood).....	13	154	119
"	(steel).....	1	26	18
"	Barges.....	1	15	15
"	Sailing Yachts.....	1	9	8
"	Steam Yachts (wood).....	3	83	29
Total.....		162	69,401	65,996

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1876..	May 10 and 11.....	32 ft.- 5 in.	1876..	February 7	5 feet.
1877..	June 14	26 ft.- 6 in.	1877..	October 4	6 ft.-10 in.
1878..	June 15	25 ft.- 8 in.	1878..	December 27	5 ft.-11 in.
1879..	July 8	31 ft.- 2 in.	1879..	December 26	3 ft.- 6 in.
1880..	July 10, 11 and 12.....	25 ft.- 5 in.	1880..	November 29	2 ft.-10 in.
1881..	May 5	33 ft.- 7 in.	1881..	February 4, 5 and 6	7 ft.- 7 in.
1882..	July 5	32 ft.- 4 in.	1882..	December 18	3 ft.-10 in.
1883..	June 25	34 ft.- 8 in.	1883..	January 12	4 ft.- 5 in.
1884..	April 9	28 ft.- 2 in.	1884..	January 4	3 ft.- 4 in.
1885..	June 17	27 feet.	1885..	December 16 and 17.....	2 ft.- 1 in.
1886..	May 13	27 feet.	1886..	December 4 and 5	0 ft.- 0 in.
1887..	April 3	30.5 feet.	1887..	December 26 and 27.....	0.8 feet.
1888..	June 3 and 4	29.3 feet.	1888..	January 1	3.5 feet.
1889..	June 1	24.4 feet.	1889..	February 27	2.7 feet.
1890..	June 30	30.7 feet.	1890..	December 30 and 31.....	3.8 feet.
1891..	July 4	33.7 feet.	1891..	December 6	3.3 feet.
1892..	May 19	36.0 feet.	1892..	December 27	0.2 feet.
1893..	May 3	31.5 feet.	1893..	December 9	0.0 feet.
1894..	May 12	23.3 feet.	1894..	February 3	0.2 feet.
1895..	December 22.....	23.8 feet.	1895..	January 2	-0.5 feet.
1896..	May 26	27.7 feet.	1896..	December 11.....	8.8 feet.
1897..	May 2	31.0 feet.	1897..	December 24.....	0.4 feet.
1898..	May 23	27.2 feet.	1898..	December 11.....	0.8 feet.
1899..	April 27	26.6 feet.	1899..	February 1	0.7 feet.
1900..	March 16	23 ft.- 4 in.	1900..	January 2	2 ft.- 6 in.
1901..	April 18 and 19.....	22.4 feet.	1901..	December 19.....	-1.8 feet.
1902..	July 26	26.9 feet.	1902..	January 30	-1.2 feet.

(-) Indicates below zero of gauge.

**SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER
GAUGE READINGS FOR THE YEAR 1902.**

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1902, as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	<i>ft. 10ths.</i>		<i>ft. 10ths.</i>	
January	9 5	7	-1 2	30
February	5 1	27	0 2	1
March	13 4	17	2 8	1
April.....	13 4	8	6 7	23
May.....	18 2	30	7 6	9
June.....	21 2	30	17 4	2
July.....	26 9	26	21 2	11
August.....	22 7	1	14 8	19
September.....	20 2	1	7 5	24
October.....	20 8	9	11 6	31
November.....	14 8	30	9 4	5
December.....	14 7	1	8 8	17-18

Highest stage during the year..... 26.9 feet, on July 26th.

Lowest stage during the year..... -1.2 " on January 30th.

Absolute range..... 28.1 "

Greatest monthly range..... 12.7 " in September.

Least monthly range..... 8.8 " in June.

Mean range..... 7.7 "

(-) Indicates stage below zero gauge.

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1902.

FROM U. S. WEATHER BUREAU RECORDS.

1902.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	6.6	-0.2	8.8	8.4	8.0	17.5	22.8	22.7	20.2	16.7	11.0	14.0
2.....	6.2	-0.1	4.5	10.9	7.8	17.4	28.6	21.8	19.6	16.4	10.5	14.0
3.....	4.8	0.2	8.9	11.8	10.0	18.6	24.2	21.0	19.4	16.4	10.0	14.0
4.....	4.6	2.1	5.9	11.8	11.3	19.6	24.4	20.2	19.6	17.4	9.5	12.0
5.....	7.1	Frozen	6.1	11.0	10.6	19.4	24.0	19.8	20.0	18.0	9.4	12.0
6.....	8.8	"	5.7	11.0	9.7	19.1	25.1	19.4	19.6	18.8	9.6	12.0
7.....	9.5	"	5.7	12.8	8.6	18.8	22.8	19.2	18.8	19.0	10.5	12.0
8.....	8.9	"	6.5	12.4	7.9	18.0	21.9	19.0	17.8	20.1	10.6	14.0
9.....	7.8	"	7.8	11.5	7.6	17.5	22.0	18.6	16.6	20.8	11.8	12.0
10.....	5.7	"	8.7	10.8	8.1	18.0	21.6	18.2	15.7	20.6	12.1	12.0
11.....	2.8	"	8.8	10.4	9.1	18.7	21.2	17.6	15.0	19.8	12.4	12.0
12.....	2.0	"	8.7	10.1	10.7	19.7	21.8	17.0	14.5	18.6	12.0	12.0
13.....	1.7	"	9.4	9.6	11.4	19.6	22.8	16.8	13.9	18.5	11.4	12.0
14.....	1.2	"	11.0	9.3	11.9	19.9	23.7	16.7	18.1	17.2	10.7	12.0
15.....	0.8	"	11.6	9.1	11.8	20.9	24.6	16.1	12.3	16.4	10.4	12.0
16.....	1.1	"	12.9	8.8	11.7	20.9	25.2	15.8	11.6	15.6	10.0	12.0
17.....	1.6	"	13.4	8.5	11.6	20.5	25.6	14.9	10.8	15.4	10.0	12.0
18.....	1.4	"	18.0	8.2	11.5	20.2	26.0	14.8	10.4	15.4	10.4	12.0
19.....	1.4	"	12.5	8.4	11.7	19.9	26.8	15.2	9.8	15.6	11.5	12.0
20.....	1.7	"	11.6	8.8	12.5	19.7	26.8	15.6	9.2	16.0	12.2	12.0
21.....	1.7	"	10.5	8.6	12.1	19.2	26.1	16.8	8.6	16.1	13.7	12.0
22.....	1.8	"	9.8	7.3	11.8	18.7	25.8	16.9	8.1	16.8	14.0	12.0
23.....	1.7	"	9.8	7.7	11.6	18.5	26.8	18.8	7.8	17.1	18.8	12.0
24.....	1.6	"	8.9	9.0	12.0	18.5	26.7	18.4	7.5	17.0	18.5	12.0
25.....	1.6	"	8.5	8.8	12.7	18.8	26.8	18.8	8.2	16.9	18.2	12.0
26.....	1.8	Frozen	7.9	8.8	13.5	18.8	26.9	18.4	11.4	16.6	18.8	12.0
27.....	1.0	5.1	7.9	7.4	14.3	18.6	26.7	18.6	18.0	15.7	18.5	12.0
28.....	0.0	3.1	8.1	6.7	16.2	19.2	26.0	19.5	14.0	14.4	18.7	12.0
29.....	-1.0	.....	8.1	7.8	18.0	20.9	25.2	20.0	15.2	18.1	14.1	12.0
30.....	-1.2	.....	8.1	7.8	18.2	21.2	24.8	20.5	16.5	12.2	14.8	12.0
31.....	-0.7	.....	8.2	.....	17.4	.....	23.5	20.4	.....	11.6	.....	12.0
Sums	98.4	.....	286.8	280.5	861.8	575.8	756.9	586.0	418.2	519.5	856.8	87.0
Means	3.0	.....	8.6	9.4	11.7	19.2	24.4	18.3	13.9	16.8	11.8	1.0

(-) Minus sign indicates stage below zero of gauge.

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1902.

ARRIVALS.

1902.	Up'r Miss.	Low'r Miss.	Ill- nois.	Miss- souri.	Ohio.	Cumb & Tenn.	Total Stmr's	Barge's & So's	Tons of Freight Received	Tons of Lumber and logs by rail, receiv'd from upper Miss'd p.
January.....	.....	8	.....	.....	.....	.....	8	2	440	.....
February.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	680
March.....	19	51	10	2	4	4	90	81	18,680	2,040
April.....	48	73	10	5	1	6	143	58	46,020	6,725
May.....	59	97	9	5	2	7	179	107	72,290	5,190
June.....	62	75	10	5	.....	6	158	88	85,555	4,625
July.....	57	110	12	12	.....	7	198	54	61,740	2,780
August.....	69	96	12	8	.....	6	181	44	54,925	3,610
September.....	66	74	18	7	.....	4	184	28	27,465	4,825
October.....	52	75	16	7	.....	8	158	85	82,645	480
November.....	44	61	10	7	.....	4	126	87	23,040	.....
December.....	18	40	5	4	.....	8	70	17	13,295	.....
Total.....	494	745	107	62	7	50	1,465	451	886,045	80,579

DEPARTURES.

1902.	Up'r Miss.	Low'r Miss.	Illin- ois.	Miss- souri.	Tenn.	Ohio	White, Red & O'ah's	Total Dep'ts	Tons Ship'd
January.....	.....	4	.....	.....	1	.....	.....	5	865
February.....	.....	.....	.....	.....	.....	.....	.....	.....	15,940
March.....	21	44	18	2	8	.....	.....	88	20,915
April.....	54	74	8	5	8	.....	.....	149	26,868
May.....	61	94	12	5	6	.....	.....	173	14,035
June.....	59	65	10	4	7	.....	.....	145	16,460
July.....	60	108	14	18	6	.....	.....	196	87,825
August.....	70	89	10	8	7	.....	.....	187	19,911
September.....	62	75	10	6	4	.....	.....	155	25,089
October.....	54	80	10	8	8	.....	.....	127	23,538
November.....	88	67	10	5	7	.....	.....	69	.....
December.....	16	41	2	.....	10	.....	.....	.....	.....
Total.....	495	786	99	42	62	.....	.....	1,448	224,262

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumber & L'gs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1902.....	1465	451	886,045	80,875	1902.....	1448	224,262
1901.....	1541	592	412,355	50,550	1901.....	1519	249,371
1900.....	1622	595	488,670	78,840	1900.....	1605	245,560
1899.....	1570	680	394,650	71,960	1899.....	1582	208,205
1898.....	1580	792	449,525	57,060	1898.....	1514	399,588
1897.....	1602	927	507,105	69,565	1897.....	1676	469,365
1896.....	2065	1435	567,765	84,010	1896.....	1945	579,410
1895.....	2007	1126	410,145	86,685	1895.....	1904	805,355
1894.....	2061	1245	465,175	128,865	1894.....	1998	853,080
1893.....	2037	1003	472,895	126,510	1893.....	2009	486,900
1892.....	2053	1090	558,980	130,220	1892.....	2013	502,315
1891.....	1881	1019	450,050	149,060	1891.....	1845	512,980
1890.....	1927	1274	580,790	132,940	1890.....	1810	617,965
1889.....	2135	1474	543,990	157,695	1889.....	2211	712,700
1888.....	2079	1344	597,963	180,855	1888.....	2076	610,115
1887.....	2361	1372	632,680	212,165	1887.....	2225	687,080
1886.....	2067	1269	570,205	200,785	1886.....	2102	561,696
1885.....	1878	1080	479,065	217,960	1885.....	1928	534,175
1884.....	2048	999	520,350	240,330	1884.....	2018	514,910
1883.....	2240	1186	629,235	251,265	1883.....	2140	677,340

SHIPMENTS BY SOUTHERN BOATS DURING 1902.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....	18	442	10
Ale and Beer, Pkgs.....	170	40,860	1,03
Bagging, Pieces.....	75	2,870	91
Barley, Sacks.....		48	
Barley, Bu.....			
Barbed Wire, Lbs.....	2,800	646,690	29,50
Butter, Lbs.....		8,760	73
Bran, Sacks.....	17,281	6,935	62
Cattle, Head.....	1	1,433	1
Corn, Sacks.....	8,973	23,650	5,54
Corn in Bulk, Bu.....	226,400		
Corn Meal, Bbls.....	6,775	18,675	8,71
Cotton, Bales.....			
Cotton Seed Meal, Tons.....			
Eggs, Pkgs.....			
Flour, Bbls.....	25,319	32,023	11,22
Hay, Tons.....	66	3,390	27
Horses and Mules, Head.....	98	2,138	14
Hogs, Head.....		17	
Hominy and Grits, Bbls.....	3,802	1,268	1
Pork, Bbls.....	102	179	
Hams, Lbs.....	1,200	516,115	48,41
Meats, Lbs.....	68,595	2,121,025	445,06
Lard, Lbs.....	26,285	477,180	82,86
Malt, Sacks.....		599	
Oats, Sacks.....	13,280	43,320	2,84
Oats in Bulk, Bu.....	28,409		
Onions, Pkgs.....		1,295	2
Potatoes, Pkgs.....		6,720	1,22
Rye, Sacks.....		375	11
Rye in Bulk, Bu.....	28,212		
Sheep, Head.....		407	
Tallow, Lbs.....		700	
Tobacco, Hhds.....		5	
Tobacco, Manfd. Lbs.....		99,690	19,94
Wheat, Sacks.....		249	
Wheat in Bulk, Bu.....	2,806,714		
Whiskey, Bbls.....	52	2,088	2
White Lead, Lbs.....	21,365	288,650	6,76
Mdse. and Sundries, Pkgs.....	36,768	846,142	148,52
Total Tons.....	86,362	88,250	11,01

SHIPMENTS BY BARGE LINES TO NEW ORLEANS DURING 1902.

Date.	BOATS.	Wheat, Bushels, Bulk.	Corn, Bushels, Bulk.	Oats, Bushels, Bulk.	Rye, Bushels, Bulk.	Package Freight, Tons.	Bulk Grain, Tons.	Total Tons.
Mar. 16	Clark and barges.....	116,070	.....	.....	.....	415	3,480	3,895
" 24	McDougall and barges.....	148,350	.....	.....	.....	.....	4,450	4,450
Ap'l 3	Hoxie and barges.....	40,000	20,000	.....	.....	1,270	1,760	3,030
" 16	Clark and barges.....	152,000	.....	.....	.....	315	4,630	4,845
May 7	Hoxie and barges.....	30,080	.....	.....	.....	1,635	995	2,630
" 12	McDougall and barges.....	117,080	.....	.....	14,125	.....	3,908	3,908
" 15	S. H. H. Clark and barges.....	138,000	.....	.....	.....	345	4,140	4,485
June 14	Hoxie.....	.....	.....	.....	14,087	.....	.....	.....
July 19	Hy. Lourey and barges.....	100,200	.....	.....	.....	100	3,005	3,105
Aug. 5	Clark and barges.....	160,000	.....	28,409	.....	305	5,255	5,560
" 21	Hoxie and barges.....	164,200	.....	.....	.....	155	4,925	5,080
Sept. 4	S. H. H. Clark and barges.....	154,200	.....	.....	.....	240	4,625	4,865
.....	S. H. H. Clark and barges.....	89,000	.....	.....	.....	.....	.....	.....
Oct. 2	Hoxie and barges.....	114,068	.....	.....	.....	.....	3,422	3,422
" 11	S. H. H. Clark and barges.....	206,769	.....	.....	.....	400	2,670	3,070
" 28	Hoxie and barges.....	73,000	.....	.....	.....	.....	2,120	2,120
Nov. 5	Hoxie and barges.....	63,797	.....	.....	.....	677	1,913	2,590
" 6	Clark and barges.....	95,800	.....	.....	.....	.....	2,874	2,874
" 10	Lourey and barges.....	94,300	.....	.....	.....	145	2,829	2,974
Dec. 1	Hoxie and barges.....	114,600	.....	.....	.....	.....	3,438	3,438
" 3	Lourey and barges.....	115,000	.....	.....	.....	.....	3,543	3,543
" 23	Clark and barges.....	2,288,614	121,100	.....	.....	.....	3,391	3,391
" 23	Lourey and barges.....	20,100	85,300	.....	.....	.....	2,991	2,991
	Total	2,308,714	226,400	28,409	28,212	6,002	70,265	76,267

RIVER ACCIDENTS, 1902.

- MARCH 12.** Steamer Providence was wrecked in a storm on the Low Mississippi river. Twenty lives were lost. The boat and cargo were valued at \$10,000.
- APRIL 21.** Steamer City of Pittsburg was destroyed by fire in the Ohio river. Fifty lives were lost. The boat and cargo were valued at \$30,000.
- APRIL 25.** Steamer Sunrise was destroyed by fire at New Orleans. The boat was valued at \$35,000.
- MAY 5.** Steamer Kanawha struck rocks in the Ohio river and sank. The boat and cargo valued at \$30,000 will prove a total loss.
- MAY 22.** Steamer John K. Speed was destroyed by fire at New Orleans. Boat and cargo valued at \$75,000.
- JUNE 12.** Steamer Rayenna was wrecked by the high winds in the Upper Mississippi river. Four of her crew were drowned. The boat was valued at \$15,000.
- JULY 5.** Steamer New Haven sank in the Wabash river. Loss \$5,000.
- OCTOBER 19.** Steamer Fred. Nellis exploded her boilers, killing two of her crew. The accident occurred while near Memphis.
- OCTOBER 20.** Steamer City of Sheffield was destroyed by fire near Grant Tower. Loss \$20,000.
- DECEMBER 12.** Flood water in the Ohio river wrecked fifty coal barges. The loss is estimated at \$30,000.

FREIGHT RATES TO NEW ORLEANS BY BARGES DURING 1898, 1899, 1900, 1901 AND 1902.

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1898.....	20	10	10	12½
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15
1902.....	20	10	10	15

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES FROM ST. LOUIS TO NEW ORLEANS FOR SIX YEARS.

WHEAT AND CORN, PER BUSHEL.

MONTH.	1897.	1898.	1899.	1900.	1901.	1902.
	Ots.	Ots.	Ots.	Ots.	Ots.	Ots.
January.....	5	4	4	4	4	0
February.....	5	4	4	4	4	0
March.....	4	4	4	4	4	3½
April.....	4	4	4	4	4	3½
May.....	4	4	4	4	4	3½
June.....	4	4	4	4	4	3½
July.....	4	4	4	4	4	3½
August.....	4½	4	4	4	4	4
September.....	5	4	4	4	4	4½
October.....	*	4	4	4	4	5
November.....	*	4	4	4	4	5
December.....	*	4	4½	4	4	5½

Wheat, ¼ to ½ cent per bushel more than Corn.

F. O. B. New Orleans.

During September, October and November, 1894, and October and November, 1895, navigation by barges was suspended on account of extreme low water, also during October, November and December, 1897, and 14 days in December, 1898, and 10 days in January, 1899, and closed again January 30th till March 1st, closed from December 30th, 1899, to January 13th, 1900, and 24 days between January 26th and March 4th, 1900; 1901, during February; 1901-1902, December 15th to January 15th; 1902-1903, from December 27th to

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM ST. LOUIS TO NEW ORLEANS.

YEAR.	In Sacks by Steamboat.	Wheat in Bulk by Barges.
	Cents per 100 lbs.	Cents per bushel.
1902.....	10	4.20 F.O.B., N. O.
1901.....	10	4.25
1900.....	10	4.25
1899.....	10	4.50
1898.....	10	4.50
1897.....	15	4.98
1896.....	14.55	5
1895.....	12.50	5.25
1894.....	17.14	5.89
1893.....	17.54	6.55
1892.....	16.87	6.50
1901.....	16.28	6.88

RATES ON FREIGHT TO MEMPHIS AND VICKSBURG DURING 1902.

	Meat, per 100 lbs.	Grain, per 100 lbs.	Flour, per bbl.	Meal, in Sacks, per 100 lbs.	Hay, per 100 lbs.
To Memphis....	10	10	20	12½	12½
To Vicksburg...	20	15	30	17½	20

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1902 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles. No.	Laths. No.	Pickets. No.	Logs Sup. Feet.	Yell'w Pine. Feet.	Poplar. Feet.	Cotton- wood. Feet.	Cedar. Feet.	Chest- nut. Feet.
Total, 1902.....	11,550,000	6,455,000	7,067,000	216,000	5,206,100	41,000	3,556,400	18,520,800	111,500	12,000
" 1901.....	22,451,546	11,198,250	12,985,500	147,900	8,110,600	.....	6,206,400	16,179,000	809,240	79,000
" 1890.....	83,702,761	17,109,250	13,003,950	145,000	4,411,138	.....	6,355,700	24,287,100	351,100	32,000
" 1899.....	42,252,900	21,056,200	11,362,150	265,000	1,926,500	.....	3,073,500	14,560,500	129,500	24,000
" 1898.....	39,852,100	15,005,700	9,547,350	30,000	750,400	.....	2,566,000	1,997,500	.....	1,000
" 1897.....	46,257,300	16,584,000	19,657,850	388,400	2,763,457	.....	3,120,200	14,040,000	191,000	.....
" 1896.....	64,535,400	16,415,200	13,416,900	1,712,400	9,252,500	.....	4,636,700	19,403,800	410,100	4,000
" 1895.....	74,161,869	24,766,937	38,032,570	1,508,534	18,673,361	12,000	4,200,711	2,991,020	36,801	.....
" 1894.....	87,338,323	35,773,000	21,354,350	703,600	10,411,105	6,666	4,760,314	6,119,735	.....	.....
" 1893.....	82,853,776	37,095,900	27,021,750	661,540	6,973,100	.....	5,472,578	17,729,000	.....	.....
" 1892.....	89,405,052	38,946,500	22,205,300	1,190,000	7,892,880	.....	5,809,327	19,833,824	.....	.....
" 1891.....	80,241,799	41,037,750	10,331,050	614,490	16,207,190	101,500	7,764,358	11,109,653	.....	.....
" 1890.....	71,789,010	45,449,150	26,336,050	403,688	0,006,082	257,500	10,639,000	6,580,800	.....	.....
" 1889.....	71,935,820	43,350,500	11,386,350	201,932	9,793,776	191,500	8,439,000	1,951,345	.....	.....
" 1888.....	79,311,387	25,743,500	44,550,357	73,744	8,315,880	501,000	10,578,000	8,734,040	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash. Feet.	Oak. Feet.	Walnut, Feet.	Gum. Feet.	Maple. Feet.	Hick- ory Feet.	Cherry. Feet.	Elm. Feet.	Birch. Feet.	Mahog- any. Feet.	Pecan. Feet.
Total, 1902.....	10,813,000	6,000	1,172,300	3,515,500	32,950	2,330,000	20,850	3,000	6,500	226,000	.....	.....	.....
" 1901.....	7,051,300	128,000	768,500	4,301,300	82,200	4,572,000	60,180	2,900	161,200	230,200	.....	198,000	16,000
" 1890.....	8,029,700	189,000	1,951,270	9,697,100	55,530	6,976,000	1,000	43,500	100	88,700	.....	.....	.....
" 1899.....	5,435,500	249,900	1,424,500	4,244,500	22,400	885,800	28,300	6,200	1,700	84,000	.....	.....	.....
" 1898.....	1,536,000	2,040	27,000	302,500	.....	1,000	.....	.....	.....	.....	.....	580	.....
" 1897.....	2,107,700	20,800	159,000	1,370,900	10,900	.....	.....	14,800	.....	.....	.....	1,000	.....
" 1896.....	3,255,000	23,000	465,400	3,221,700	29,200	2,400	.....	88,700	900	49,000	4,000	.....	.....
" 1895.....	2,437,854	110,000	1,313,503	2,072,274	53,500	213,500	.....	56,800	.....	41,250	.....	.....	.....
" 1894.....	844,857	90,141	1,382,391	2,202,180	176,430	250,490	7,000	41,329	3,400	.....	.....	.....	.....
" 1893.....	964,361	199,000	1,402,340	1,926,305	237,570	195,000	16,000	75,000	8,400	10,000	.....	.....	.....
" 1892.....	985,746	1,515,766	2,109,758	4,405,684	610,496	411,700	99,500	67,360	11,000	225,700	.....	.....	.....
" 1891.....	2,066,219	1,427,476	1,557,516	2,934,120	503,108	501,700	18,500	27,500	7,000	43,500	.....	.....	.....
" 1890.....	1,400,800	377,600	3,959,000	3,646,243	531,585	591,000	60,400	45,000	2,250	147,200	.....	.....	.....
" 1889.....	1,434,900	567,500	2,399,000	1,299,700	457,900	739,500	257,500	74,000	36,900	.....	.....	.....	.....
" 1888.....	557,000	146,000	4,596,000	1,753,079	1,105,900	435,000	284,000	255,600	109,000	.....	.....	.....	.....

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows:

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1902	128,861,712	18,484,269	5,964,042	17,998,581
1901	179,201,418	102,859,089	25,929,048	19,852,880
1900	98,079,153	190,896,489	57,160,642	18,632,509
1899	109,685,161	206,135,283	41,065,082	18,717,161
1898	148,058,894	205,894,289	49,868,912	16,515,406

Shipments from Galveston and New Orleans for the past five years compare as follows:

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1902	15,648,745	11,081,826	2,454,128	968,205
1901	24,410,979	15,714,465	12,832,189	
1900	8,069,677	11,188,066	23,408,453	8,073,525
1899	11,562,812	15,713,400	21,989,566	7,049,697
1898	12,796,548	11,268,278	20,735,569	5,565,600

Exports of grain from St. Louis were 5,981,577 bushels wheat, 2,079,972 bushels corn, 235,942 bushels oats and 258,800 bushels rye, of which 2,308,704 bushels wheat and 226,400 corn went by river via New Orleans, the balance going by rail to Atlantic and Gulf Ports. All of the wheat by rail went to the Seaboard for export, destination not given. Of the corn 259,912 bushels went to Cuba.

Exports of flour were 905,205 bbls. against 1,189,321 bbls. the previous year. Cuba took 171,479 bbls., Central America 11,165 bbls., South America 8,145 bbls., and Porto Rico 8,700 bbls., while the larger part went to European countries, as will be seen by reference to the table of exports on next page.

All export flour is shipped in sacks and is reduced to barrels for convenience of comparison.

SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS FOR FOURTEEN YEARS.

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1902	2,808,714	226,400	28,212	28,409	2,891,735
1901	1,528,244	589,705	.....	.....	2,898,949
1900	169,241	2,871,870	.....	278,049	3,814,160
1899	284,720	1,749,517	.....	249,998	2,233,235
1898	2,747,994	3,008,488	212,720	633,506	6,600,707
1897	1,191,082	8,827,968	190,968	265,879	5,475,842
1896	1,732,668	8,858,087	.....	486,568	10,877,308
1895	483,614	1,261,803	.....	.....	1,690,417
1894	1,042,193	1,263,810	.....	40,000	2,346,008
1893	3,710,390	3,363,808	.....	75,430	7,079,598
1892	8,149,708	3,228,645	.....	36,587	8,414,940
1891	6,940,215	1,483,781	45,600	.....	8,468,546
1890	1,409,449	8,717,849	.....	89,980	10,217,244
1889	1,651,960	12,898,965	17,433	89,707	14,168,046
1888	1,247,962	5,844,042	.....	160,584	7,252,578

FOREIGN SHIPMENTS OF FLOUR AND GRAIN
ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROAD
AND RIVER
FOR THE YEAR 1902.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bush.
To England	211,027	.....	.....	.....	.....
" Germany	81,752	.....	.....	.....	.....
" Switzerland.....	380	.....	.....	.....	.....
" Scotland	159,586	.....	.....	.....	.....
" Ireland.....	46,218	.....	.....	.....	.....
" Turkey	1,430	.....	.....	.....	.....
" Denmark	7,521	.....	.....	.....	.....
" Norway	21,575	.....	.....	.....	.....
" Holland	95,666	.....	.....	.....	.....
" Belgium.....	29,056	.....	.....	.....	.....
" Egypt	540	.....	.....	.....	.....
" Spain.....	400	.....	.....	.....	.....
" Sweden ..	4,102	.....	.....	.....	.....
" Finland ..	15,411	.....	.....	.....	.....
" Newfoundland.....	6,481	.....	.....	.....	.....
" Canada	2,787	.....	.....	.....	.....
" Cuba	171,479	.....	259,912	106,283	.....
" Central America.....	11,165	.....	.....	.....	.....
" West Indies.....	875	.....	.....	.....	.....
" South America.....	8,145	.....	.....	.....	.....
" South Africa.....	1,618	.....	.....	.....	.....
" Porto Rico.....	8,700	.....	.....	.....	.....
" Seaboard for Export	69,848	8,672,868	1,503,660	101,250	230,5
Total for Export by Rail	905,205	8,672,868	1,853,572	207,533	230,5
Total for Export by River.....	.....	2,808,714	226,400	23,409	28,2
Totals.....	905,205	5,981,577	2,079,972	235,942	258,8

EXPORTS OF WHEAT FROM THE UNITED STATES.

As reported by the Bureau of Statistics, Washington.

FROM	1899. Bushels.	1890. Bushels.	1901. Bushels.	1902. Bushels.
New York.....	26,830,386	18,259,428	27,140,388	19,955,526
San Francisco.....	5,388,567	12,765,015	15,328,781	13,666,139
Baltimore.....	9,549,270	4,529,811	19,962,737	9,470,012
Philadelphia.....	4,013,927	5,310,213	11,230,755	8,816,457
New Orleans.....	11,562,812	8,059,677	24,410,979	15,643,745
Duluth and Superior.....	7,222,547	3,618,153	6,930,404	5,652,453
Willamette.....	7,814,447	10,958,559	13,995,586	10,653,264
Boston and Charlestown.....	11,567,847	11,028,357	17,910,887	8,454,795
Newport News.....	503,897	1,675,294	4,785,596	5,021,667
Puget Sound.....	4,358,648	5,126,344	11,484,689	12,949,484
Chicago.....	.....	.....	4,947,435	3,027,446
Galveston.....	15,713,400	11,118,056	15,714,465	11,081,326
Norfolk and Portsmouth.....	148,882	199	660,590	128,000
All other districts.....	4,960,531	6,429,800	4,698,126	3,841,398
Total bushels.....	109,635,161	98,948,706	179,201,418	138,361,712

EXPORTS OF CORN FROM THE UNITED STATES.

New York.....	40,429,477	43,532,024	23,831,380	3,052,715
New Orleans.....	21,959,586	23,403,453	12,832,139	2,454,128
Baltimore.....	46,786,127	40,535,023	24,711,790	4,501,555
Boston and Charlestown.....	17,337,608	14,072,326	10,331,712	804,038
Philadelphia.....	29,458,334	33,345,171	15,793,304	2,423,437
Newport News.....	14,118,703	8,702,313	3,572,573	1,184,816
Chicago.....	.....	.....	3,037,281	500,930
Galveston.....	7,049,697	3,073,525	.....	963,205
Norfolk and Portsmouth.....	5,829,642	4,445,089	2,214,684	386,840
Mobile.....	1,617,586	1,529,118	1,192,079	304,730
Paso del Norte.....	.....	.....	.....	.....
Pensacola.....	.....	.....	.....	.....
Oswegatchie.....	.....	.....	.....	.....
All other districts.....	21,568,473	16,457,393	4,842,147	1,857,875
Total bushels.....	206,135,233	189,095,435	102,359,089	18,434,269

EXPORTS OF OATS FROM THE UNITED STATES.

New York.....	12,943,153	8,819,444	8,457,228	1,803,663
Baltimore.....	4,005,107	3,972,810	3,652,810	137,505
Boston and Charlestown.....	4,853,439	4,345,995	3,509,245	284,706
Newport News.....	7,548,204	2,227,318	2,824,566	223,837
Philadelphia.....	7,674,487	6,742,988	2,824,449	584,882
New Orleans.....	923,729	1,569,192	2,510,251	356,268
Chicago.....	.....	.....	565,605	194,100
San Francisco.....	102,355	147,542	31,083	11,554
All other districts.....	3,034,808	4,269,871	1,553,811	2,267,527
Total bushels.....	41,085,082	32,095,160	25,929,048	5,864,042

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL BY STEAMER FROM ST. LOUIS TO LIVERPOOL
VIA NEW ORLEANS, 1901 AND 1902.**

Month.	St. Louis to N. O. pr bush		N.O. to Liver- pool pr bush.		Total St. L. to Liverpool.	
	1901.	1902.	1901.	1902.	1901.	1902.
January	4½	...	8½	3½	12½	....
February	4½	..	7½	3½	11½	....
March	4½	3½	6½	4	10½	7½
April	4½	3½	6	4½	10½	8½
May	4½	3½	4½	2½	8½	6½
June	4½	3½	4	2½	8½	6½
July	4½	3½	7	4½	11½	8½
August	4½	4	3½	6	7½	10
September	4½	4½	3½	5	7½	9½
October	4½	5	3½	3	7½	8
November	4½	5	4	5½	8½	10½
December	4½	5½	5	7	9½	12½

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL FROM ST. LOUIS TO LIVERPOOL VIA RAIL
TO NEW YORK DURING 1901 AND 1902.**

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1901.	1902.	1901.	1902.	1901.	1902
January	12.30	12.30	4½	1½	16.92½	14.17½
February	12.30	12.30	3½	3	15.67½	15.30
March	12.30	12.30	2½	3	14.67½	15.30
April	12.30	12.30	2½	3	14.80	15.30
May	12.30	12.30	1½	3	14.17½	15.30
June	10.50	12.30	2½	3	13	15.30
July	10.50	12.30	2½	3	12.87½	15.30
August	10.50	12.30	1½	3	12.37½	15.30
September	10.50	12.30	1½	3½	12	15.42½
October	10.50	12.30	2½	3	12.87½	15.30
November	12.30	12.30	2½	3	14.55	15.30
December	12.30	13.80	2½	3	14.42½	16.80

**AVERAGE RATE OF FREIGHT ON WHEAT PER
BUSHEL BY STEAMER FROM NEW ORLEANS
TO LIVERPOOL DURING 1901 AND 1902.**

Month.	Rate in Cents.	Rate in Cents.
	1901.	1902.
January...	8 to 8½	3 to 4
February...	7½	3 to 4
March	6½	3 to 5
April	6	4½
May	4½	2½ to 3
June	4	2½ to 3
July	7	3 to 6
August	3½	6
September	3½	4½ to 6
October	3½	3
November	4	4½ to 6
December ..	5	7

**AVERAGE RATE OF FREIGHT ON WHEAT
PER BUSHEL BY STEAMER FROM NEW
YORK TO LIVERPOOL DURING 1901 AND 1902.**

Month.	Rate in Cents.	Rate in Cents.
	1901.	1902.
January...	4½	1½
February...	3½	3
March	2½	3
April	2½	3
May	1½	3
June	2½	3
July	2½	3
August	1½	3
September	1½	3½
October	2½	3
November ..	2½	3
December ..	2½	3

AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1881	20	6	32	.....	.....
1882	20	6 5-12	29½	22 2-3	23½
1883	17½	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	29½	15 1-6	22.95
1889	17.93	5.95	23½	17 1-3	24.97
1890	15.66	6.53	27½	14 1-3	21.48
1891	16.23	6.87½	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.73	11.69	18.71
1895	13.00	5.95	23.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19-67½
1897	10.83	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.38	14.64	18.41
1901	10.00	*4.25	19.33	9.48	14.03
1902	10.00	*4.20	20.66	8.53	15.33

*F. O. B. New Orleans.

COTTON.

ST. LOUIS, September 1st, 1902.

The cotton crop of the United States, for the cotton year just closed, was 10,680,680 standard bales, as against 10,383,422 for the previous year.

The amount handled at and through St. Louis was less than in 1900-01, but a fair average of preceding years. The gross receipts were 841,258 bales, and the net receipts 221,680 bales. The amount of round half bales concentrated at this point was 182,154, which are included in the receipts as 91,577 standard bales. While the amount of local receipts amounted to only 221,680 bales, there was a much larger amount handled by St. Louis factors, the samples being exhibited and sales made here, while the cotton was shipped direct from the country presses through some northern gateway, or via the gulf ports.

The average weight of St. Louis standard bales was 510 pounds, and the average value per bale \$43.10. Arkansas contributed 422,070 bales, Texas followed next with 165,783 and Oklahoma 53,330. The amount exported was 264,376 bales, of which more than one-half went to England.

Values for middlings ranged from 7½¢ @ 8 9-16 in January to 8½¢ @ 8 13-16 in December; the lowest quotation being 7½¢ in April, and the highest 9½¢ in August and September. Stocks in warehouse at the close of the year were 11,715 standard bales, against 34,878 at the close of the previous year.

Mr. Henry G. Hester, Secretary, New Orleans Cotton Exchange, makes the following statement as to value of this year's, as compared with previous crops:

"On the basis of middling, which represents the average of the crop, a fair average of price for the United States is 8 6-100 cents per pound, comparing with 9 33-100 cents per pound for last year, 7 65-100 cents for the year before and 4 88-100 cents for 1898-99, the highest price touched during the season having been 9¼¢ and the lowest 7¼¢.

"The average commercial value per bale of the crop is \$41.01, against \$47.63 last year, \$38.55 the year before, and \$25.08 in 1898-99. The total value of the crop compared with the previous five years is as follows:

VALUE OF COMMERCIAL CROP.

	Bales.	Values.
1901-1902.....	10,680,680	\$438,014,687
1900-1901.....	10,383,422	404,567,549
1899-1900.....	9,436,416	363,784,820
1898-1899.....	11,274,840	282,722,987
1897-1898.....	11,199,994	320,552,606
1896-1897.....	8,757,964	321,924,834

"This shows that while the crop was in excess of last year by 297,258 bales, the money value thereof was \$56,552,862 less.

"When it is considered that the combined values of the past three crops resulted in payment to farmers, common carriers, merchants and other handlers of nearly \$1,300,000,000, their importance as the great factor in the prosperity of the South may be fully appreciated."

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1901-1902.....	841,268	619,578	221,690
1900-1901.....	973,497	733,969	239,528
1899-1900.....	802,769	648,665	154,074
1898-99.....	969,959	814,380	175,579
1897-98.....	899,229	771,712	127,517
1896-97.....	570,413	455,516	114,897
1895-96.....	565,633	474,796	90,837
1894-95.....	923,235	781,694	141,591
1893-94.....	685,421	462,082	163,369
1892-93.....	474,024	301,186	172,838
1891-92.....	723,628	425,787	297,891
1890-91.....	703,469	400,454	303,015
1889-90.....	533,910	311,523	227,087
1888-89.....	584,572	323,619	260,953

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1901-1902.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1901.....	14,987	14,866	29,853	16,897
October.....	85,680	77,817	163,477	120,268
November.....	98,500	137,808	236,308	186,780
December.....	51,917	96,236	148,153	142,449
January, 1902.....	88,248	107,680	195,928	188,578
February.....	16,048	70,425	86,473	80,640
March.....	8,624	64,111	72,735	91,594
April.....	2,459	26,794	29,253	42,881
May.....	791	15,440	16,231	28,511
June.....	427	9,169	9,596	16,972
July.....	198	4,417	4,615	8,927
August.....	408	5,810	6,218	10,667
Total bales.....	813,257	619,578	932,835	883,554
Deduct for $\frac{1}{2}$ round bales.....	91,577	.....	91,577	91,577
Net total, standard bales.....	221,690	619,578	841,268	791,977

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1901-02.	1900-01.	1899-1900.
St. Louis, Iron Mountain & Southern R. R.....	490,151	465,624	398,589
Missouri Pacific R. R.....	741	.....	1,682
Mobile & Ohio R. R.....	65,390	58,876	103,564
St. Louis & San Francisco R. R.....	137,397	118,102	112,972
St. Louis & Southwestern R. R.....	45,942	71,408	79,294
Illinois Central R. R.....	9,668	63,264	40,522
Missouri, Kansas & Texas R. R.....	149,704	809,632	127,949
Chicago & Alton R. R. (West).....	.....	.....	.....
Wabash R. R. (West).....	.....	68	487
Keokuk & Northwestern R. R. and C. B. & Q. R. R.....	1,826	16,598	1,699
Louisville & Nashville R. R.....	7,187	5,261	6,421
Lower Mississippi River Boats.....	4,089	8,491	6,922
Cumberland and Tennessee River Boats.....	670	1,216	250
Total Bales.....	932,835	1,113,525	880,251
Deduct for light bales.....	91,577	140,028	77,499
Net total.....	841,268	973,497	802,769

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

	1901-02. Bales.	1900-01. Bales.	1899-1900. Bales.	1898-99. Bales.
From Arkansas.....	422,070	402,831	850,972	467,597
“ Texas.....	165,788	388,940	185,961	282,478
“ Missouri.....	19,779	16,034	11,990	20,112
“ Tennessee.....	41,758	60,667	78,649	92,021
“ Mississippi.....	60,222	65,010	99,914	88,772
“ Indian Territory.....	118,188	96,572	48,241	59,868
“ Alabama.....	5,228	11,576	16,755	20,630
“ Kentucky.....	39	87	518	52
“ Louisiana.....	46,441	41,266	68,741	27,083
“ Kansas.....	2	149	264	1
“ Oklahoma.....	58,880	85,968	88,226	20,269
Total Receipts.....	982,885	1,118,525	880,251	1,028,873
Deduct for half round bales.....	91,557	140,028	77,482	58,414
Net receipts.....	841,258	978,497	802,769	969,959

DIRECTION OF SHIPMENTS.

	1901-02. Bales.	1900-01. Bales.	1899-1900. Bales.
For Export to England.....	185,424	190,807	108,484
“ Germany.....	87,681	102,305	36,421
“ France.....	2,841	8,509	10,544
“ Belgium.....	800	4,542	1,825
“ Holland.....	.....	115	2,521
“ Sweden.....	.....	600	47
“ Austria.....	.....	2,086	8,477
“ Russia.....	.....	102	2,074
“ Italy.....	18,170	42,819	88,142
“ India.....	.....	100	.....
“ Norway.....	.....	.....	50
“ Nova Scotia.....	100	259	838
“ Canada.....	28,949	81,876	80,198
“ Switzerland.....	.....	285	274
“ Spain.....	.....	876	2,762
“ Seaboard.....	4,722	1,788	.....
“ Japan.....	88,110	7,677	1,476
“ China.....	287	.....	.....
“ Scotland.....	200	.....	.....
“ Saxony.....	2,592	.....	.....
Total Bales exported.....	264,876	889,046	238,058
Shipped to points in United States.....	619,178	642,852	679,967
Total Shipments Bales.....	888,554	1,081,898	917,090
Deduct for half round bales.....	91,577	140,928	77,482
Net shipments standard bales.....	791,977	891,870	839,608

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTE.	1901-02. BALES.	1900-01. BALES.	1899-1900. BALES.
Chicago & Alton R. R., Mo. Div.....	.....	914	.....
Missouri Pacific R. R.....	100	.....	349
S. Louis & San Francisco R. R.....	.....	.....	129
Wabash R. R. (West).....	.....	.....	.....
Illinois Central Railroad.....	5,448	40,888	30,825
Louisville, Henderson & St. Louis R. R.....	3,821	1,855	983
Louisville & Nashville R. R.....	5,260	37,430	45,977
Southern R. R.....	83,483	17,550	25,790
Baltimore & Ohio S.-W. R. R.....	64,586	68,938	68,841
Chicago & Alton R. R.....	198,006	195,198	138,847
Cleveland, Cin., Chicago & St. Louis R. R.....	157,715	154,172	144,024
Vandalia & Terre Haute R. R.....	81,861	87,075	112,865
Wabash R. R. (East).....	124,806	72,226	80,288
Toledo, St. Louis & Western R. R.....	115,810	224,507	127,457
Chicago, Peoria & St. Louis R. R.....	122,433	21,087	122,818
Chicago, Burlington & Quincy R. R.....	15,877	8,076	12,760
St. Louis, Keokuk & Northwestern R. R.....	4,062	1,299	507
St. Louis, Peoria & Northern R. R.....	.....	.....	13,525
Other Roads.....	219	100	3,530
Upper Mississippi River Boats.....	67	88	75
Total bales.....	888,554	1,081,898	917,090
Deduct for round half bales.....	91,577	140,028	77,482
Net bales.....	791,977	891,870	839,608

**SHIPMENTS TO UNITED STATES PORTS AS REPORTED
BY ST. LOUIS COTTON EXCHANGE.**

	Bales.		Bales.
To Boston.....	101,585	To Newport News.....	14,742
" Providence.....	2,507	" Norfolk.....	1,949
" New York.....	97,576	" New Orleans.....	75
" Philadelphia.....	6,854	" Portland, Maine.....	1,396
" Baltimore.....	14,588	" Pacific Coast.....	30,459
" Pensacola.....	2,579		

Since 1896-99 half round bales have been reduced to the equivalent of Standard bales.

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1902.....	173,713	193,376	11,715
1901.....	92,231	66,656	84,378
1900.....	67,597	111,558	8,808
1899.....	124,906	97,219	48,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,493	7,677
1896.....	111,617	100,888	17,873
1895.....	161,219	171,451	7,549

**COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED
BY THE NEW ORLEANS COTTON EXCHANGE.**

	1901-1902.	1900-1901.	1899-1900.
Alabama.....	1,200	1,000	1,044
Arkansas.....	820	762	750
Florida.....	64	45	50
Georgia.....	1,525	1,395	1,309
Louisiana.....	880	719	625
Mississippi.....	1,375	950	1,230
North Carolina, etc.....	550	542	561
South Carolina.....	925	911	921
Tennessee, etc.....	359	350	355
Texas and Indian Territory.....	2,993	3,809	2,951
Total crops—bales.....	10,681	10,383	9,436

VALUE OF COMMERCIAL CROP.

	Bales.	Value.
1901-1902.....	10,680,680	\$438,014,687
1900-1901.....	10,383,422	494,567,549
1899-1900.....	9,436,416	363,784,820
1898-99.....	11,274,840	282,772,987
1897-98.....	11,199,994	320,552,906
1896-97.....	6,757,964	321,924,834

**TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.**

MONTHS.	1901-02.		1900-01.		1899-1900.		1898-99.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September	7½	8 9 16	9¾	10½	6	6 13-16	5	5 7-16
October	7½	8 8-16	9	10 5-16	7	7½	5	5
November	7 5-16	7 9-16	9 1-16	9 13-16	7	7 7-16	4 15-16	5 8-16
December	7½	8 1 16	9 7-16	9 13-16	7½	7½	5½	5½
January	7 13-16	8	9½	9 11-16	7 7-16	7 11-16	5½	5 13-16
February	7½	8 5-16	9½	9½	7½	8½	5 13-16	6 1-16
March	8 5-16	8½	8½	9½	8 15-16	9 7-16	5½	6 1-16
April	8½	9½	8 1-16	8½	9½	9½	5 13-16	5½
May	9½	9½	7 11-16	8 1-16	8 13-16	9½	5 13-16	5 13-16
June	8 15-16	9½	7 11-16	8 5-16	8½	9½	5½	5 13-16
July	8½	9	8	8½	9½	10	5½	¾
August	8½	8 13-16	8	8 9-16	9½	9½	5½	6

Average weight per bale	1901-02	1900-01.	1899-1900.	1898-99.
United States standard bales	508.43	510.28	504.12	513.96
St. Louis Receipts	510	511	508	410
" " round	500	500	425	552
" " " half "	250@270	250@270	250@270	275

Average value per bale St. Louis Receipts. 1900-01, \$42.78; 1901-02, \$43.10.

THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.

1837-38, 1,801,487	1850-51, 2,454,257	1863-64, no record	1876-77, 4,474,069	1889-90, 7,313,726
1838-39, 1,380,532	1851-52, 3,126,310	1864-65, no record	1877-78, 4,773,865	1890-91, 8,655,518
1839-40, 2,177,835	1852-53, 3,416,214	1865-66, 2,377,083	1878-79, 5,074,155	1891-92, 8,036,379
1840-41, 1,034,915	1853-54, 3,074,979	1866-67, 2,232,660	1879-80, 5,761,252	1892-93, 6,700,365
1841-42, 1,683,574	1854-55, 2,982,634	1867-68, 2,559,241	1880-81, 6,605,750	1893-94, 7,549,817
1842-43, 2,378,875	1855-56, 3,665,557	1868-69, 2,433,770	1881-82, 5,456,048	1894-95, 9,901,251
1843-44, 2,030,400	1856-57, 3,093,737	1869-70, 3,114,592	1882-83, 6,949,048	1895-96, 7,157,346
1844-45, 2,394,503	1857-58, 3,227,339	1870-71, 4,317,006	1883-84, 5,713,200	1896-97, 8,757,954
1845-46, 2,100,537	1858-59, 4,018,914	1871-72, 2,971,351	1884-85, 5,706,165	1897-98, 11,199,964
1846-47, 1,778,651	1859-60, 4,861,292	1872-73, 3,874,559	1885-86, 6,575,691	1898-99, 11,274,840
1847-48, 2,630,786	1860-61, 3,849,469	1873-74, 4,170,388	1886-87, 6,505,087	1899-00, 9,436,416
1848-49, 2,866,938	1861-62, no record	1874-75, 3,827,845	1887-88, 7,046,833	1900-01, 10,888,422
1849-50, 2,233,718	1862-63, no record	1875-76, 4,632,313	1888-89, 6,938,290	1901-02, 10,680,680

GENERAL CROP MOVEMENT, SEASONS 1901-02 AND 1900-1901

From New Orleans Cotton Exchange Report.

CONSUMPTION UNITED STATES.

	1901-02. Bales.	1900-1901. Bales.
Total Crop United States	10,680,880	10,388,422
Stock at Ports beginning of year	240,534	88,182
TOTAL SUPPLY—		
Exported during year	6,640,810	6,588,758
Sent to Canada	122,261	102,528
Burnt at Delivery Ports	4,625	1,238
Stock at close of year	164,778	240,534
	6,982,469	6,888,053
Total takings for consumption, U. S.	8,988,745	8,888,501
Of which—Taken by spinners in Southern States, Total	1,987,971	1,620,981
Taken by Northern spinners	2,050,774	1,967,670

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1899.	1900.	1901.	1902.
Flour, receipts..... bbls.	1,514,315	1,866,070	2,170,548	2,217,685
Flour, amount manufactured bbls.	1,166,439	1,846,059	1,505,234	1,322,630
Wheat, total receipts..... bush.	10,428,163	19,786,614	20,860,806	30,667,212
Corn, " " " " " "	23,344,475	25,618,410	20,834,060	16,024,715
Oats, " " " " " "	12,606,835	13,257,925	15,728,180	20,570,245
Rye, " " " " " "	454,790	475,355	686,810	940,396
Barley, " " " " " "	1,409,474	2,011,500	1,939,993	2,234,504
All Grain received (including flour reduced to wheat).... "	55,056,154	69,555,619	69,827,264	80,416,654
Cotton, receipts..... bales.	1,028,192	1,011,587	913,328	766,419
Bagging, manufactured..... yards.	12,273,500	9,975,855	12,500,000	11,000,000
Hay, receipts..... tons.	175,820	234,256	251,182	213,224
Tobacco, receipts..... hhds.	66,302	44,914	52,127	56,534
Lead, receipts in pigs 80 lb. . pigs.	1,611,112	1,577,443	1,800,235	2,007,720
Hog Product, total shipm'ts.. lbs.	385,453,945	389,946,455	396,188,896	373,668,410
Cattle, receipts..... head.	766,032	795,800	969,881	1,181,628
Sheep " " " " " "	432,566	434,133	534,115	540,443
Hogs " " " " " "	2,147,144	2,156,972	2,236,945	1,494,395
Horses and Mules, receipts.. "	130,236	169,062	149,716	122,697
Lumber & Logs, " ... feet.	1,148,124,000	1,336,403,254	1,414,698,766	164,648,100
Shingles, " ... pcs.	56,621,000	61,119,250	11,196,250	6,455,000
Lath, " " " "	11,362,150	13,508,950	12,385,550	7,067,000
Wool, total receipts..... lbs.	28,491,625	17,000,790	25,877,110	26,378,080
Hides, " " " " " "	68,983,720	60,531,540	55,005,080	56,237,220
Sugar, received..... "	204,322,225	216,982,465	209,688,510	206,826,850
Molasses (including glucose) rec'd, galls.	6,884,033	5,244,050	5,395,887	5,522,450
Coffee, received..... bags.	290,700	360,871	374,675	332,255
" " " " " " pkgs.	.....	72,912	133,340	120,858
Rice, receipts..... pkgs.	163,105	119,615	173,530	196,575
Coal, " " " " " " tons.	4,362,714	4,360,299	4,955,228	5,706,794
Nails, " " " " " " kegs.	589,980	560,110	688,200	752,575
Potatoes, receipts..... bush.	3,463,560	2,564,568	2,896,059	3,641,308
Salt, " " " " " " bbls.	427,020	238,105	315,285	228,770
" " " " " " sacks.	73,755	27,575	35,280	33,650
" " " " " " bush. in bulk.	581,280	776,160	772,800	777,840
Butter..... lbs.	13,729,188	12,901,690	13,476,929	14,572,645
Tons of freight of all kinds received and shipped.....	23,742,080	25,313,340	28,758,664	29,737,577

STATEMENT SHOWING THE ENTIRE

RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	219,145	1,215,900	540,000	951,600	9,900	.....
Missouri Pacific R. R.	553,578	5,744,845	737,540	807,875	34,384	778
St. Louis and San Francisco R. R.	79,370	2,920,364	107,100	113,150	381	.....
Wabash R. R. (West)	358,350	2,804,752	1,108,810	2,019,485	171,150	60,350
St. Louis, Kas. City & Colo. R. R.	285	1,075,300	2,600	.....	.....	.....
Mo., Kansas & Texas R. R.	58,470	2,953,105	271,155	134,525	2,767	.....
St. Louis Southwestern R. R.	120	32,400	3,600	.....	.....	.....
St. L., Iron Mount. & So. E. R.	5,315	338,383	5,775	5,400	900	.....
Illinois Central R. R.	19,025	198,697	1,003,765	1,223,650	20,604	87,250
Louisville, Henderson & St. L. R. R.	.....	900	4,500	.....	.....	.....
Louisville & Nashville R. R.	8,755	12,600	9,055	18,390	.....	.....
Mobile & Ohio R. R.	1,895	49,500	.....	.....	.....	.....
Southern R. R. Co.	20,435	68,500	2,700	1,350	.....	1,000
Baltimore & Ohio S.-W. R. R.	300	21,600	23,300	151,200	900	.....
Chicago & Alton R. R.	48,640	896,500	2,393,200	1,671,600	17,100	26,000
Cleveland, Cin., Chi. & St. L. R. R.	12,715	203,300	70,300	123,250	5,400	.....
Vandalia R. R.	27,312	64,553	117,790	107,510	4,536	.....
Wabash R. R. (East)	55,615	195,700	1,481,040	1,883,450	15,600	9,750
Toledo, St. Louis & Western R. R.	4,085	145,016	188,450	51,620	2,700	.....
Chicago, Peoria & St. Louis R. R.	192,175	921,700	2,065,800	4,685,400	6,900	1,050,500
Chicago, B. & Q. R. R.	147,500	1,841,100	1,688,000	2,282,000	326,550	255,250
St. L., Keokuk & N. W. R. R.	384,120	6,328,500	3,426,000	4,857,400	303,273	743,350
St. Louis Valley R. R.	4,985	219,163	18,500	1,350	900	.....
St. Louis, Troy & Eastern Ry.	.....	32,400	.....	.....	.....	.....
Upper Mississippi River	9,273	482,283	87,945	19,480	.....	.....
Lower " "	10,335	1,441,640	78,700	650	4,084	.....
Illinois " "	475	177,632	10,170	980	3,988	476
Missouri " "	90	147,204	610	.....	2,988	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	61	.....
Wagon	.....	582,590	800,000	500,000	.....	.....
Total Receipts	2,217,635	30,667,212	16,024,715	20,570,245	940,396	2,234,504
Flour manufactured	1,322,580	.....	.....	.....	.....	.....
In Store, January 1st, 1902	60,732	8,660,244	1,010,045	88,971	114,833	3,429
Total movement	8,600,947	34,327,456	17,034,760	20,609,216	1,055,229	2,237,933

to
so

RECEIPTS OF

as
ur

MOVEMENT IN FLOUR

By—
Chicago & Alton R.R. (Mo. Div.)
Missouri Pacific R.R.
St. Louis and San Francisco R.R.
Wabash R.R. (West)
St. Louis, Kansas City & Col. R.R.
Missouri, Kansas & Texas R.R.
St. Louis Southwestern R.R.
St. Louis, Iron Mount. & So. R.R.
Illinois Central R.R.
Louisville, Henderson & St. L. R.R.
Louisville & Nashville R.R.
Mobile & Ohio R.R.
Southern Ry. Co.
Baltimore & Ohio S. W. R.R.
Chicago & Alton R.R.
Cleve., Cin., Chicago & St. L. R.R.
Vandalia & Terre Haute R.R.
Wabash R.R. (East)
Toledo, St. Louis & Western R.R.
Chicago, Peoria & St. Louis R.R.
Chicago, Burl. & Quincy R.R.
St. Louis, Keokuk & N. W. R.R.
St. Louis Valley
Upper Mississippi River
Lower
Illinois
Missouri
Ohio, Oumb & Tenn. Rivers
Total Shipments
Ground in City Mills
City consumption
Stock on hand Dec. 31, 1902
Total movement

1902.	Flour, bbls.	Wheat, bush.	At the time of the year
Jan.	4 25,415	89,049	2.2
"	11 68,495	131,815	1.1
"	18 106,615	222,382	1.9
"	25 140,130	336,676	2.9
Feb.	1 181,635	456,500	2.7
"	8 211,480	538,100	2.6
"	15 241,155	659,800	2.4
"	22 273,020	762,220	3.6
March	1 319,795	988,988	3.2
"	8 363,290	1,073,502	3.9
"	15 412,020	1,253,628	4.8
"	22 454,235	1,549,491	4.6
"	29 502,980	1,688,425	4.1
April	5 542,445	1,832,877	4.7
"	12 578,020	1,939,133	4.1
"	19 612,875	2,166,682	5.6
"	26 649,065	2,267,151	5.7
May	3 687,390	2,413,343	5.4
"	10 716,365	2,668,729	6.4
"	17 753,705	2,882,877	6.3
"	24 791,315	3,240,064	6.2
"	31 826,575	3,652,964	6.3
June	7 868,860	3,890,475	7.7
"	14 907,680	4,177,631	7.2
"	21 952,890	4,555,354	7.8
"	28 997,895	4,832,336	7.1
July	5 1,026,330	5,089,174	7.5
"	12 1,078,245	5,698,529	7.3
"	19 1,112,590	7,705,479	7.8
"	26 1,154,115	9,559,121	8.7
Aug.	2 1,195,260	11,310,912	8.1
"	9 1,241,440	13,282,384	8.5
"	16 1,283,320	14,726,004	8.0
"	23 1,323,200	16,043,455	8.4
"	30 1,370,100	17,111,077	8.4
Sept.	6 1,411,410	18,094,633	8.3
"	13 1,455,190	19,124,015	8.2
"	20 1,496,180	19,974,893	8.2
"	27 1,542,100	20,743,380	8.0
Oct.	4 1,589,235	21,531,400	8.0
"	11 1,640,845	22,262,210	8.0
"	18 1,682,205	22,906,023	8.0
"	25 1,731,840	23,938,726	8.0
Nov.	1 1,783,405	25,126,040	8.0
"	8 1,836,475	26,243,356	8.0
"	15 1,893,755	27,220,900	8.0
"	22 1,942,520	28,032,628	8.0
"	29 1,994,015	28,549,181	8.0
Dec.	6 2,054,865	29,909,453	8.0
"	13 2,110,150	29,242,336	8.0
"	20 2,169,870	29,531,740	8.0
"	27 2,200,845	29,888,664	8.0
"	31 2,217,685	30,084,622	8.0
By Wagon	582,690		
Grand Total	2,217,685	30,667,212	16

at
mill
mor

LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1902.

	Corn,	Oats,	Rye,	Barley,	Bran.		Corn	Cotton.		Hay—Tons.	
	bush.	bush.	bush.	bush.	Sacks.	Cars	Meal, bbls.	Local.	Thru'	Local.	Thru.
	325,360	230,400	1,500	40,500	6,250	1	875	8,102	11,751	1,950	830
	631,700	635,800	11,250	140,250	16,390	9	3,050	12,166	36,296	6,810	1,170
	1,187,400	1,187,400	21,000	198,750	27,535	18	5,550	19,975	62,706	11,735	2,780
	2,62,740	1,710,400	30,750	242,250	41,585	26	8,035	26,887	87,579	17,455	4,230
	589,085	2,059,600	87,500	282,000	52,785	33	11,460	33,248	107,630	22,480	5,445
	781,835	2,342,800	46,500	331,500	62,875	42	13,410	36,015	118,989	25,850	6,205
	987,845	2,543,200	49,500	352,500	77,910	47	17,395	40,966	132,462	27,880	6,890
Chicago & Al.	218,555	2,826,200	53,250	379,500	86,395	51	20,150	43,801	149,583	31,005	7,250
Missouri Pac.	556,240	3,308,525	54,150	420,000	96,765	59	23,800	49,296	178,055	36,240	7,965
St. Louis and	827,065	3,709,530	55,050	474,000	102,165	71	29,575	51,214	196,986	39,120	8,585
Wabash R. R.	851,845	4,024,260	70,350	519,000	108,845	72	35,225	54,252	212,677	41,665	9,040
St. Louis, Kas.	277,285	4,344,210	83,850	537,000	121,325	74	38,855	56,936	236,733	44,540	9,500
Mo., Kansas	505,450	4,827,510	99,150	545,000	129,485	79	41,205	56,963	236,813	48,540	10,025
St. Louis, Iron	673,335	5,205,510	107,250	549,000	139,505	91	44,355	58,115	245,516	52,735	10,890
St. L., Iron	851,350	5,602,510	117,150	569,000	149,195	98	48,755	58,624	253,646	56,220	11,530
Illinois Cent.	557,590	5,800,015	118,149	584,000	154,440	104	54,465	59,863	268,310	59,760	12,030
Louisville, H.	876,760	6,084,865	122,676	592,000	158,285	116	58,635	60,219	264,152	62,790	12,690
Louisville & C.	697,575	6,464,540	138,876	605,000	165,875	117	63,255	60,410	270,038	65,785	13,135
Mobile & Oh.	983,715	6,950,235	144,276	605,000	172,775	125	68,130	60,540	274,045	69,167	13,535
Southern R.	367,000	7,301,485	147,876	614,000	179,685	128	73,060	60,868	276,928	72,356	13,930
Baltimore & O.	606,400	7,677,335	150,796	621,000	185,950	134	77,370	60,989	279,813	76,883	14,265
Chicago & A.	911,580	8,105,685	152,596	621,000	189,770	142	81,015	61,170	284,400	79,620	14,905
Cleveland, C.	131,180	8,474,690	160,636	623,035	200,175	150	85,735	61,198	287,702	82,495	15,505
Vandalia R.	273,380	8,772,280	163,396	624,035	209,945	159	91,655	61,199	290,067	85,789	15,970
Wabash R. R.	442,660	9,082,300	163,536	624,035	236,640	175	97,310	61,228	291,598	88,441	16,470
Toledo, St. L.	603,090	9,400,230	167,136	624,238	262,785	182	103,465	61,239	292,777	90,541	16,680
Chicago, Peo.	675,090	9,512,545	169,319	624,341	281,665	184	104,980	61,654	294,116	91,771	16,775
Chicago, B. & O.	886,835	9,700,790	173,306	624,341	319,445	186	110,935	61,694	295,496	94,206	16,925
St. L., Rock	979,510	9,899,075	180,981	624,341	351,200	189	115,645	61,694	296,086	96,311	17,405
St. Louis V.	335,020	10,208,740	192,231	625,341	392,215	192	118,205	61,731	296,329	98,744	17,910
St. Louis, T.	462,820	10,655,790	197,608	625,341	442,800	196	121,275	61,790	298,191	101,085	19,000
Upper Miss.	579,190	11,117,015	219,620	625,341	489,245	212	125,425	62,098	300,704	104,217	20,200
Lower Miss.	746,735	11,638,690	244,863	625,341	528,860	222	132,180	62,137	301,875	108,127	21,975
Illinois	861,070	12,011,815	263,178	625,369	557,350	239	139,945	62,139	301,801	111,567	23,310
Missouri	972,420	12,454,455	278,939	626,369	607,000	252	145,150	62,193	303,796	114,769	24,635
Ohio, Cumb.	1,050,650	12,920,980	295,873	630,369	666,315	260	148,150	62,227	304,837	120,159	25,405
Wagon	1,142,885	13,547,430	321,381	633,369	712,890	263	151,680	63,046	305,501	124,894	26,190
	308,000	14,115,045	370,199	646,369	758,610	266	156,100	63,987	307,587	128,174	26,970
	525,800	14,614,920	441,384	722,369	800,210	272	159,100	64,900	312,413	131,139	27,625
Total Re	590,845	15,082,210	472,632	796,369	847,285	276	163,830	66,864	320,846	135,289	28,230
	714,340	15,537,515	484,408	887,369	900,600	286	166,065	70,889	333,401	136,094	28,775
Flour manu	808,145	16,058,790	509,468	1,040,369	953,890	290	168,980	75,029	345,773	139,734	29,370
In store, Ja	933,315	16,588,230	547,725	1,149,369	998,220	294	172,370	79,453	364,888	144,079	30,255
	1,099,303	17,356,240	595,196	1,339,427	1,033,010	301	175,105	82,958	392,744	148,784	31,135
	289,390	17,800,595	653,966	1,484,427	1,067,805	308	178,570	87,740	422,814	152,629	32,305
Total m.	575,830	18,170,045	729,120	1,533,455	1,093,300	314	181,935	91,908	450,810	155,294	33,330
	687,990	18,581,225	790,253	1,703,504	1,115,080	317	184,845	95,894	482,118	157,929	34,325
	798,535	18,862,025	823,589	1,817,504	1,135,550	321	186,935	99,034	526,202	160,149	35,140
	496,580	19,051,025	858,104	1,887,504	1,168,510	322	191,520	100,939	546,421	162,814	35,865
	307,470	19,253,525	877,319	1,962,504	1,199,870	325	194,385	103,128	572,049	166,019	36,500
	1,033,195	19,589,675	892,628	2,035,504	1,216,930	339	196,985	104,596	601,844	169,254	37,170
	789,115	19,936,595	922,328	2,153,504	1,240,290	354	200,550	107,198	629,793	172,804	37,860
	224,715	20,070,245	940,396	2,234,504	1,250,260	358	202,225	108,217	658,202	174,839	38,385
	800,000	500,000									
	2,024,715	20,570,245	940,396	2,234,504	1,250,260	358	202,225	108,217	658,202	174,839	38,385

RECEIPTS OF LEADING WEEK FOR

SHIPMENTS

Tb'co hhd's.	Lead, Pigs.	HOG PRODUCTS.			
		Bar'd Pork, bbl's.	Hams, lbs.	Meats, lbs.	I
431	22,625	.....	413,300	4,667,000	2.
952	51,440	.....	670,700	7,998,300	2.
1,800	97,095	80	1,060,300	14,289,500	3.
2,863	134,995	155	1,279,500	19,181,600	4.
3,661	166,280	310	1,641,200	22,947,200	5.
4,497	213,275	390	2,199,500	26,880,500	6.
5,456	255,685	570	2,594,300	31,480,300	8.
6,316	305,675	785	3,199,100	36,629,900	10.
8,468	356,515	1,095	3,648,900	44,141,800	12.
10,440	408,730	1,610	4,032,300	50,651,500	13.
12,936	454,155	1,990	4,413,200	56,589,800	14.
15,941	481,150	2,205	4,980,500	63,061,800	15.
18,853	510,660	2,205	5,330,400	67,349,300	16.
21,826	546,410	2,555	5,551,500	72,030,500	17.
25,055	577,550	2,700	5,676,300	77,265,700	18.
27,091	616,905	2,750	6,074,000	82,155,000	20.
29,609	647,720	2,925	6,310,400	88,166,100	20.
31,248	688,130	2,985	6,623,200	93,621,400	21.
32,065	728,030	2,535	7,016,000	98,692,500	22.
33,898	777,340	2,935	7,211,200	103,261,500	23.
34,557	807,075	2,935	7,430,500	108,442,000	24.
35,233	841,915	3,010	7,822,400	112,257,800	24.
35,793	893,205	3,050	8,216,900	117,360,900	25.
36,172	937,030	3,050	8,522,300	122,623,100	26.
36,758	965,265	3,050	8,846,100	127,563,200	27.
37,588	989,610	3,220	9,049,700	131,343,000	27.
38,489	1,006,625	3,295	9,318,600	133,932,300	28.
39,177	1,035,600	3,410	9,734,600	138,930,900	28.
40,457	1,069,580	3,525	10,325,600	144,279,200	29.
41,438	1,107,830	3,525	11,115,500	148,861,800	30.
42,453	1,144,160	3,825	11,651,800	154,392,200	30.
43,416	1,181,590	4,000	12,067,700	159,214,300	31.
44,601	1,206,725	4,140	12,377,300	164,056,200	32.
45,021	1,231,045	4,400	12,619,700	169,020,600	32.
45,404	1,278,220	4,475	12,736,000	174,663,300	33.
45,712	1,313,775	4,475	12,827,500	178,558,300	33.
46,093	1,349,745	4,475	12,971,200	183,558,800	34.
46,446	1,401,845	4,670	13,270,800	188,720,600	34.
46,686	1,439,040	4,670	13,378,100	192,566,000	35.
46,813	1,487,885	4,670	13,663,600	196,400,900	35.
46,983	1,531,765	4,770	13,857,900	199,448,400	36.
47,286	1,576,910	4,770	14,017,000	202,995,600	36.
47,721	1,631,265	4,770	14,169,800	206,188,000	37.
48,032	1,667,120	4,770	14,365,900	209,868,200	37.
48,886	1,710,505	4,770	14,578,900	213,212,700	38.
49,253	1,746,120	4,770	14,747,700	216,393,200	39.
50,625	1,788,050	4,770	14,879,600	219,433,700	39.
51,094	1,824,870	4,770	14,989,100	221,877,100	40.
51,957	1,864,210	4,770	15,075,800	224,085,500	40.
52,902	1,894,060	4,870	15,085,600	226,220,300	41.
54,049	1,927,245	4,870	15,160,700	229,129,100	41.
55,591	1,984,045	4,870	15,250,900	231,598,500	42.
56,534	2,007,720	4,970	15,382,800	233,249,700	43.
.....
56,534	2,007,720	4,970	15,382,800	233,249,700	43.

1902.	Flour, in bbl's.	Wheat, bush.	IGS
Jan. 2-4	37,680	174,800	2.2
" 11	86,545	645,500	2.2
" 18	131,495	1,021,100	2.2
" 25	179,245	1,270,900	2.2
Feb. 1	217,410	1,685,900	2.2
" 8	253,510	1,946,700	2.2
" 15	285,005	2,316,600	2.2
" 22	323,780	2,579,400	2.2
March 1	371,850	2,839,600	2.2
" 8	413,065	3,087,200	2.2
" 15	455,080	3,185,900	2.2
" 22	501,028	3,408,800	2.2
" 29	541,405	3,617,600	2.2
April 5	583,687	3,764,100	2.2
" 12	625,747	3,958,700	2.2
" 19	663,582	4,236,100	2.2
" 26	709,042	4,414,600	2.2
May 3	746,712	4,518,700	2.2
" 10	780,987	4,744,700	2.2
" 17	816,872	5,210,400	2.2
" 24	853,202	5,393,300	2.2
" 31	892,572	5,697,200	2.2
June 7	943,987	6,007,800	2.2
" 14	999,483	6,390,700	2.2
" 21	1,047,443	6,616,200	2.2
" 28	1,093,043	6,830,800	2.2
July 5	1,126,478	6,917,100	2.2
" 12	1,174,339	7,059,500	2.2
" 19	1,210,873	7,398,300	2.2
" 26	1,258,124	7,853,800	2.2
August 2	1,313,134	8,436,700	2.2
" 9	1,371,489	9,516,100	2.2
" 16	1,437,365	10,388,500	2.2
" 23	1,493,835	11,548,000	2.2
" 30	1,558,531	12,367,400	2.2
Sept. 6	1,605,706	13,156,400	2.2
" 13	1,664,751	13,828,500	2.2
" 20	1,722,771	14,414,500	2.2
" 27	1,779,901	14,946,500	2.2
Oct. 4	1,849,146	15,536,500	2.2
" 11	1,916,106	16,103,500	2.2
" 18	1,985,091	16,839,000	2.2
" 25	2,048,936	17,301,500	2.2
Nov. 1	2,113,976	17,771,500	2.2
" 8	2,177,021	18,449,500	2.2
" 15	2,239,546	19,220,500	2.2
" 22	2,313,476	19,777,500	2.2
" 29	2,383,756	20,172,500	2.2
Dec. 6	2,458,236	20,891,500	2.2
" 13	2,534,511	21,387,500	2.2
" 20	2,601,176	21,810,400	2.2
" 27	2,652,426	22,069,500	2.2
" 31	2,684,451	22,276,500	2.2
Total,	2,684,451	22,276,500	2.2

e pat
at f
mill
mor

3 OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1902.

	Corn, bush.	Oats, bush.	Rye, bush.	Bar- ley, bush.	Bran.		Corn Meal, bbls.	Cotton, bales.	Hay, tons.
					Sacks.	Cars.			
55	276,555	114,275	2,125	.....	8,965	21	2,540	22,998	810
40	681,245	896,000	11,460	.....	19,165	46	9,080	59,411	2,565
95	1,145,865	768,510	40,705	1,980	30,500	68	12,830	87,743	4,505
70	1,628,800	1,061,855	46,440	3,960	89,740	84	16,285	114,885	6,805
70	2,082,130	1,824,650	47,225	3,960	57,245	96	19,880	142,228	8,945
50	2,505,125	1,542,650	51,430	3,960	65,360	116	22,390	163,651	11,265
75	2,910,405	1,764,790	58,785	3,960	74,510	128	25,660	182,981	13,235
45	3,211,480	1,944,500	57,825	3,960	81,170	141	29,070	196,204	14,860
Chicago & A35	3,634,390	2,174,440	62,085	3,960	88,065	169	34,265	225,045	17,450
Missouri Pa60	4,089,690	2,380,240	67,620	4,865	95,015	188	37,935	254,915	19,640
St. Louis ag10	4,431,755	2,640,825	79,030	9,810	104,425	200	42,550	277,666	21,685
Wabash R. 26	4,789,615	2,858,365	84,535	14,440	117,380	211	47,785	291,978	23,540
St. Louis, K45	5,067,776	3,058,260	97,515	16,720	128,510	219	51,080	305,797	25,317
Mo., Kansas20	5,484,217	3,400,165	108,578	16,765	149,465	242	57,710	321,806	27,710
St. Louis Sc20	5,723,692	3,545,485	108,888	19,035	168,080	252	61,340	332,760	29,722
St. L., Iron15	6,018,487	3,804,990	122,588	21,215	174,755	267	64,250	343,554	32,025
Illinois Cen84	6,272,492	3,982,105	127,844	23,618	190,550	287	68,580	349,525	33,890
Louisville, 34	6,559,467	4,141,285	146,094	24,758	212,580	294	74,790	358,617	35,417
Louisville, 84	6,870,957	4,304,560	157,644	29,038	223,179	309	80,300	365,588	36,890
Mobile & C79	7,197,362	4,477,240	187,139	31,908	234,784	315	85,805	371,623	38,046
Southern B50	7,480,847	4,642,660	191,819	33,638	248,614	329	90,310	376,273	39,375
Baltimore E57	7,733,829	4,794,425	192,859	34,690	261,269	343	94,325	382,154	41,126
Chicago & C17	8,007,769	5,049,380	205,069	34,690	284,934	364	99,725	388,047	42,857
Cleveland, 42	8,175,019	5,178,845	220,231	35,645	299,363	384	104,580	391,394	43,719
Vandalia 112	8,337,889	5,296,900	221,172	35,645	319,538	419	109,070	394,208	44,861
Toledo, St. 82	8,485,369	5,400,765	224,697	35,645	341,033	439	112,560	397,795	45,666
Wabash H. 37	8,546,104	5,511,030	224,697	35,645	358,873	446	114,965	399,369	46,298
Chicago, Pa37	8,651,582	5,613,990	225,447	35,645	389,747	464	118,882	402,769	47,029
Chicago, B. 67	8,785,338	5,682,380	229,877	35,645	419,069	472	121,557	404,016	48,054
St. L., Keo57	8,865,688	5,728,090	230,367	35,645	450,654	476	124,570	405,166	48,975
St. Louis V47	8,984,778	5,968,375	235,027	35,645	481,599	491	129,054	408,094	50,755
St. Louis, 97	9,136,688	6,254,964	287,702	35,645	523,475	522	133,070	410,771	52,867
Upper Miss97	9,408,588	6,504,779	248,027	35,645	557,480	554	140,555	414,004	55,326
Lower 02	9,668,238	6,792,800	257,082	35,645	582,090	579	146,535	416,874	57,708
Illinois 55	9,878,018	7,029,174	265,960	35,757	613,820	604	153,565	417,710	60,703
Missouri 75	9,978,923	7,265,384	272,440	35,757	657,355	622	157,900	418,745	62,268
Ohio, Cumt10	10,070,583	7,491,859	309,210	35,757	702,080	638	161,865	421,811	63,966
Wagon 10	10,168,173	7,799,239	321,324	35,757	735,730	649	166,565	423,896	65,791
Total B40	10,330,063	8,097,659	345,023	35,757	786,930	658	170,160	428,126	67,518
Flour man37	10,452,109	8,343,109	386,364	35,757	817,675	694	173,790	444,902	68,728
In Store, J08	10,576,219	8,597,719	407,809	36,892	854,325	671	176,805	448,347	70,113
37	10,706,304	8,854,389	426,469	38,162	890,315	683	179,775	462,241	71,554
52	10,813,829	9,177,769	450,899	38,162	936,060	697	183,355	477,724	73,299
59	10,924,924	9,529,754	481,549	42,732	974,460	693	186,725	500,580	75,249
04	11,046,569	9,923,409	518,039	46,212	1,011,830	705	190,165	525,455	77,894
04	11,180,824	10,266,209	574,409	46,422	1,040,095	713	192,880	558,136	79,071
09	11,432,364	10,526,624	644,689	46,537	1,069,590	715	196,735	588,952	80,405
72	11,876,113	10,767,239	683,054	49,808	1,096,975	740	200,490	615,074	82,555
82	12,288,788	11,007,074	772,344	53,838	1,117,320	744	204,885	649,925	84,100
42	12,614,273	11,161,384	826,609	58,748	1,151,115	765	210,620	678,320	85,493
97	12,943,808	11,320,104	865,494	63,138	1,170,600	790	213,925	707,354	86,879
62	13,472,403	11,527,044	890,914	63,463	1,194,020	810	217,330	734,200	87,929
07	13,698,459	11,657,939	905,905	65,417	1,206,460	821	220,485	749,777	89,028
07	13,698,459	11,657,939	905,905	65,417	1,206,460	821	220,485	749,777	89,028

as
the
of

**Total cap's to port
e patis
at fty
millby
mor of**

PUBLIC ELEVATORS.

LOCATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
.....	1,000,000 bush.	165,000 sacks.
.....	800,000 "	.....
.....	600,000 "	.....
.....	1,000,000 "	.....
.....	600,000 "	.....
.....	400,000 "	.....
.....	1,500,000 "	.....
.....	1,800,000 "	.....
.....	500,000 "	.....
.....	7,500,000 bush.	..... sacks.
.....	7,000,000 "	165,000 "
.....	8,700,000 "	265,000 "
.....	8,700,000 "	265,000 "
.....	9,100,000 "	365,000 "
.....	9,500,000 "	365,000 "
.....	10,970,000 "	365,000 "
.....	12,550,000 "	365,000 "
.....	12,100,000 "	365,000 "
.....	11,550,000 "	365,000 "
.....	11,800,000 "	365,000 "
.....	11,800,000 "	365,000 "
.....	11,800,000 "	365,000 "

Chicago & St. Louis
 Missouri Pacific
 St. Louis & Wabash
 Wabash R.
 St. Louis & Mo., Kansas
 St. Louis & St. L., Iron
 Illinois Central
 Louisville & Louisville
 Louisville & Mobile & Southern
 Baltimore & Chicago & Cleveland
 Vandalia
 Wabash R.
 Toledo, St. Chicago, & Chicago, & St. L., Rock
 St. Louis
 St. Louis
 Upper Missouri
 Lower Missouri
 Illinois
 Missouri
 Ohio, Central
 Wagon
 Total
 Flour mill
 In Store
 Total
 Sons Seed & Feed Co.
 Co.
 n & Elevator Co.

PRIVATE ELEVATORS.

OWNER.	Name.	Capacity. Bush.	LOCATED.
.....	Hezel	60,000	East St. Louis, Ill.
.....	Flour Mills.....	260,000	Main and Mound sts.
.....	W. H. & Eley Co.....	175,000	East St. Louis, Ill.
.....	Montgomery B.....	20,000	Brooklyn and Main sts.
.....	in Elevator.....	125,000	602 Theresa ave.
.....	Exchange.....	250,000	Main st. & Chouteau ave.
.....	Plant's.....	150,000	East St. Louis, Ill.
.....	Kehlor	50,000	Branch and First sts.
.....	Warehouse Co.....	150,000	East St. Louis, Ill.
.....	Grain Co.....	75,000	Eighth & Gratiot sts.
.....	Purina.....	40,000	Second and Biddle sts.
.....	Wabash.....	50,000	East St. Louis, Ill.
.....	Columbia.....	1,000,000	East St. Louis, Ill.
.....	McKeynolds, C.....	80,000	7552 N. Broadway.
.....	Buss.....	40,000	Twentieth and Pine sts.
.....	Beck.....	40,000	5701 Manchester ave.
.....	Beck.....	100,000	Denverside, Ill.
.....	Terminal	360,000	Levee and Sidney st.
.....	Gocke.....	90,000	Theresa ave. & Mo. Pac. trk.
.....	Miller		

capacity, 8,115,000 bushels.

RATES OF STORAGE ADOPTED ELEVATORS TO APPLY

On Wheat, Corn and Rye, 1 cent per bushel thereof, and $\frac{3}{8}$ of 1 cent per bushel, for 10 days thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first 10 days or part thereof.

On Barley, 1 cent per bushel for first 10 days or part thereof. Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Dumping sacks from river $\frac{1}{2}$ of 1 cent per bushel. Dumping sacks from rail $\frac{1}{2}$ of 1 cent per bushel. Sack charges from river on Corn, Wheat and Barley for the first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats from river, 4 cents per sack for first 10 days or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first 10 days or part thereof.

FEEES FOR INSPECTING AND WEIGHING BY THE MISSOURI STATE INSPECTOR AND IN FORCE JANUARY 1, 1891

Inspection and Weighing on arrival at Public Warehouse
Inspection and Weighing out of Public Warehouse
Inspection at places other than a Public Warehouse
Inspection and Weighing into Public Warehouse
Barge or Wagon.....

Inspection and Weighing out of Public Warehouse
Barge or Wagon

Inspection and Weighing Grain in sacks.....
Reinspection of Grain from Bins in Public Warehouse.....

On all Grain inspected at places other than a Public Warehouse after the date of first inspection, there will be an additional charge of 1 cent per bushel.

FEEES ADOPTED BY ILLINOIS DEPARTMENT AND IN FORCE JANUARY 1, 1891

FOR IN-INSPECTION.—50 cents per car load; 50 cents per 1,000 bushels from boats;

FOR OUT-INSPECTION.—50 cents per 1,000 bushels car load to teams; 15 cents per wagon load.

FOR WEIGHING.—15 cents per car load in bulk; 15 cents per 1,000 bushels to boats; $\frac{1}{2}$ of a cent per bushel for weighing in sacks.

to
also

as
sur
of

The flat
volume of
were 2,200
reached per
From 18,000
Shipments
277,109 bushels
months for,
The total

to some extent
United States
For the export
the export of
St. Louis
pared with
1898 by de
Commerce
side source
of St. Louis

Receipts, of
Manufactures
are

In the
local market
From 1890
barrels, he
and totals
total export
in 1901 a
shipments
barrels, are
than the
The change

ways to
large parts
wheat from
the mill by
was more of

FLOUR.

Flour handled in St. Louis during 1902 has not been exceeded in any previous years, excepting 1901, 1882, 1880 and 1879. Receipts 17,685 barrels against 2,170,548 in 1901. Receipts never before the two million mark except in 1882, when the total was 2,003,424. From 1865 to 1900 the average yearly receipts have been about 1,500,000. Receipts were 2,684,454 barrels against 2,961,563 in 1901, a falling off of 10.7% barrels. Excepting last year, however, shipments in the twelve

months just closed exceed those of any other year since 1891.

Total flour manufactured by mills in St. Louis and vicinity reflects, to a great extent, the decline in exports of bread stuffs of all kinds from the United States during the closing months of 1901 and the first half of 1902. In seven months ending July 31st, 1902, these were in value about half the corresponding months of 1901 for the corresponding months. Still the product of the St. Louis mills in 1902 fell short of 1901 only about 12%, and 2% as compared with 1900, while it exceeded the output of 1899 by about 13%, and 1898 by 25%.

Comparing the flour manufactured with the amount received from outside sources, which may be taken as a measure of the total flour business in St. Louis, the figures for the past five years are as follows:

	1898.	1899.	1900.	1901.	1902.
St. Louis barrels.....	1,858,088	1,514,815	1,869,070	2,170,548	2,217,685
St. Louis received, barrels.....	1,064,875	1,166,489	1,848,059	1,505,284	1,822,500
Upper Missouri.....	2,412,968	2,690,754	3,215,129	3,675,792	3,540,185

From the years 1879, 1880 and 1882 the combined receipts and product of the flour mills reached a total of between 3,600,000 and 3,700,000 barrels.

From 1868 to 1878 there was a gradual growth of from 1,500,000 to 3,000,000 barrels.

The small decline in 1902 in flour manufactured, flour exported and flour shipments is easily located in the item of foreign shipments. The exports of flour from the whole United States were 19,234,779 barrels in 1901 and 18,328,667 in 1902, a decrease in the year of about 5%. Foreign receipts from St. Louis were for these two years 1,189,321 and 905,205 barrels, a decrease of 24,116 barrels, about 26%. This decrease is greater than the falling off in either the amount of flour manufactured or shipped. Conditions following the severe drought of 1901 operated in several directions to curtail the output and the export of flour. The destruction of a part of the corn and oats crop so enhanced the value of all kinds of grain seed, that it was worth more than the lower grades of flour which are usually turned out at the same time with the better qualities. It was not profitable for him to turn low grade flour material into the bran

and sell it as feed stuff. There is no doubt that this tended strongly to diminish the output of flour. High prices of wheat in the West also naturally discouraged export sales.

Again, the high prices of feed and feed grains in Europe, as well as America, encouraged foreign markets to buy wheat rather than flour because while importing wheat they were necessarily getting the hull of the wheat, that is the bran, along with the other parts of the berry, and the whole was transported, at the relatively cheap freight for which wheat is carried, while bran and other feeds, being bulkier than the unmanufactured grain, are charged very much higher rates, and would therefore cost proportionately more at destination. European buyers could not get American corn or oats, nor could they take the bran as a substitute, as it was held at the highest prices in the West where it is produced in largest quantities, because this section was the nearest to the stock raising districts where the feeds were needed. Foreigners bought wheat instead of flour, milled it and utilized the bran.

With the increasing deliveries of the corn crop of 1902, during the last part of the year, the results of the drought gradually disappeared. Exports of flour from the United States from July 1 to December 1, 1902 were nearly 2,500,000 bbls. in excess of the exports for the preceding six months and exceeded the figures for the same months in 1901.

During the year there has been a decided increase in shipments of flour to southern points amounting to nearly 20%. These figures may include some export flour, which it is impracticable to distinguish, but as there was a decided falling off of foreign shipments, it is clear that the trade of our millers and flour dealers in southern markets was substantially increased in 1902.

The decline in the foreign trade was principally in shipments to European countries which have large milling capacity of their own. In other directions the decline, if any, was small, and in some directions there were noticeable increases. Cuban markets took about 10,000 bbls. less than in the previous year. South American and Central American and Porto Rican ports, on the contrary, bought 10,000 bbls. more. In general, while the movement is not yet very pronounced, the figures indicate that the millers in this territory are successfully seeking markets in new directions to offset the losses of trade which may be anticipated from the hostile tariff legislation in European countries.

The condition of wheat in 1902 was a source of some anxiety to millers in early crop months. Frequent rains during harvest threatened more serious damage than was actually realized later. In some sections the crop was more or less a failure, but in the main, enough wheat was secured in prime condition to supply all milling requirements and leave an export surplus. By care in the selection and grinding of the wheat, St. Louis millers are having no difficulty in turning out a product which in every way sustains the old reputation of their brands. It is generally agreed by flour experts that the wheat of 1902 produces a slightly stronger flour of better flavor than the berry for the preceding year.

All millers report satisfactory results from the year's business, notwithstanding occasional periods of dullness and close prices. European buyers express entire satisfaction with the American flour of the season and are buying the product in an increasing ratio as compared with the unmanufactured wheat.

The value of soft wheat patents reached a maximum during January and February, ranging from \$4.00 to \$4.20 per bbl. in wood. Starting at about \$4.00 early in March, there was a steady decline to an average of \$3.80 in April. About the same in May, and to \$3.70 to \$3.75 in June and July. Toward the close of the latter month values began to drop to the new crop basis. In August the bottom was reached at \$3.10 to \$3.20 per bbl., from which there was a steady recovery to \$3.40 to \$3.50 per bbl. at the end of December. During the year 1901 \$3.40 was approximately the bottom, and \$3.75 the highest price for soft wheat patent, except in the month of December, when a considerable advance was established.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1902.	Barrels Manuf. 1901.	Barrels Manuf. 1900.
Geo. P. Plant Milling Co.....	Plant's Roller A.....	2,500	877,794	842,497	812,721
Kehler Bros.....	Kehler.....	3,000	284,500	880,987	830,700
Regina Flour Mill Co.....	Regina.....	1,000	54,771	66,298	89,254
Victoria Flour Mill Co.....	Victoria.....	1,200	102,000	180,575	188,460
Hazel Milling Co.....	East St. Louis..	500	112,018	118,949	111,800
Saxony Mill Co.....	Saxony.....	900	118,080	111,749	97,980
Seessinghaus Milling Co.....	Jefferson.....	500	112,989	107,948	92,147
H. B. Eggers & Co.....	Meramec.....	500	98,480	101,500	99,400
Carondelet Milling Co.....	Carondelet.....	200	23,400	24,630	31,097
J. B. Buss.....	Buss.....	825	45,018	70,086	45,700
Total.....		10,625	1,822,581	1,505,284	1,846,059

**FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.**

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1902.
Kehler Bros	Rex	Kansas City.....	5,000	291,800
E. O. Stanard Milling Co....	Alton City.....	Alton, Ill.....	2,000	*248,428
E. O. Stanard Milling Co....	Empire.....	Dallas, Tex.....	1,200	242,091
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill..	1,000	284,600
John F. Meyer & Sons.....	Queen City	Springfield, Mo..	600	145,185
Mar. Bernheimer M. & M. Co	Banner Mills...	Clinton, Mo	600	150,000
St. Jacobs Enterprise Mill..	Enterprise.....	St. Jacobs, Ill..	850	70,492
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..		45,728
Jno. F. Meyer & Sons.....	Ozark.....	Ozark, Mo.....		10,620
Total.....				

*Six months.

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR A SERIES OF YEARS.**

Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.
1863	689,242	758,422	.....	1883	1,585,670	1,892,633	2,751,182
1864	815,144	782,580	.....	1884	1,456,153	1,960,737	3,014,105
1865	1,161,038	743,281	1,521,465	1885	1,032,506	1,841,529	2,551,499
1866	1,208,726	818,300	1,700,740	1886	848,417	1,807,956	2,243,361
1867	944,075	765,298	1,450,475	1887	1,049,864	1,985,717	2,594,881
1868	805,836	895,154	1,499,337	1888	837,173	2,016,619	2,682,405
1869	1,210,555	1,068,592	2,172,761	1889	1,168,608	2,066,442	2,859,589
1870	1,491,626	1,351,773	1,790,739	1890	1,229,975	1,872,005	2,890,324
1871	1,428,408	1,507,915	2,676,525	1891	1,353,640	1,748,190	2,767,906
1872	1,259,933	1,494,798	2,247,040	1892	1,455,342	1,623,371	2,313,738
1873	1,296,457	1,420,287	2,506,215	1893	1,171,025	1,689,048	2,044,727
1874	1,683,898	1,573,202	2,981,760	1894	1,261,309	1,656,645	2,168,388
1875	1,300,381	1,484,821	2,480,877	1895	1,013,344	1,740,026	2,145,659
1876	1,071,434	1,441,944	2,217,578	1896	1,348,601	1,333,986	1,946,081
1877	1,157,932	1,517,921	2,295,657	1897	1,329,050	1,080,916	1,618,683
1878	1,305,336	1,916,290	2,670,740	1898	1,358,088	1,054,875	1,584,112
1879	1,607,236	2,142,949	3,045,035	1899	1,514,315	1,166,489	2,027,681
1880	1,703,874	2,077,625	3,292,803	1900	1,869,070	1,346,059	2,535,206
1881	1,620,996	1,718,429	2,696,245	1901	2,170,548	1,505,234	4,961,563
1882	2,003,424	1,850,215	3,305,765	1902	2,217,685	1,322,530	2,684,451

STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1902	56,540	1882	137,787
1901	60,732	1881	70,130
1900	64,608	1880	87,400
1899	75,067	1879	98,780
1898	78,823	1878	99,670
1897	55,586	1877	124,300
1896	82,236	1876	119,450
1895	75,636	1875	114,630
1894	68,927	1874	100,006
1893	60,015	1873	100,006

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

Month.	1902. bbls.	1901. bbls.	1900. bbls.	Month.	1902. bbls.	1901. bbls.	1900. bbls.
January 1st.....	60,782	64,608	75,067	July 1st.....	40,060	46,950	47,496
February 1st.....	57,265	60,150	76,356	August 1st.....	37,181	48,400	54,131
March 1st.....	56,500	60,668	72,282	September 1st.....	33,700	53,800	62,620
April 1st.....	50,688	57,836	60,448	October 1st.....	28,932	56,278	67,556
May 1st.....	50,960	59,715	65,474	November 1st.....	51,321	59,025	59,597
June 1st.....	50,555	63,700	59,672	December 1st.....	56,540	62,354	60,900

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1902.	Months.	1901.	1902.
January.....	186,510	173,295	January.....	261,557	211,710
February.....	160,855	140,845	February.....	259,942	184,515
March.....	161,380	199,270	March.....	809,565	184,215
April.....	156,320	157,445	April.....	253,255	182,932
May.....	154,345	156,220	May.....	225,709	159,200
June.....	148,010	180,060	June.....	215,252	212,406
July.....	171,590	177,590	July.....	209,595	192,978
August.....	202,925	185,575	August.....	285,846	260,575
September.....	183,905	192,595	September.....	231,007	245,435
October.....	216,143	212,195	October.....	254,880	249,565
November.....	197,675	219,085	November.....	235,525	280,285
December.....	281,050	225,670	December.....	221,480	300,685
Total bbls.....	2,170,548	2,217,685	Total bbls.....	2,961,563	2,684,451

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '87,	1,006,443	bbls.	Year ending June 30, '95,	1,119,393	bbls.
" " 30, '88,	984,021	"	" " 30, '96,	1,119,681	"
" " 30, '89,	921,866	"	" " 30, '97,	1,378,771	"
" " 30, '90,	1,840,817	"	" " 30, '98,	1,861,855	"
" " 30, '91,	1,227,546	"	" " 30, '99,	1,340,943	"
" " 30, '92,	1,431,990	"	" " 30, 1900,	1,943,175	"
" " 30, '93,	1,897,408	"	" " 30, 1901,	2,029,625	"
" " 30, '94,	1,148,435	"	" " 30, 1902,	2,203,813	"

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1901.	1902.	Direction.	1901.	1902.
Eastern Railroads.....	69,095	886,842	Direct for export.....	1,189,321	905,205
Illinois River.....	2,675	475	To Eastern points.....	789,678	551,811
Western Railroads.....	1,198,540	1,273,370	Southern ".....	993,538	1,174,309
Southern Railroads.....	108,685	55,690	Western ".....	30,194	49,247
Lower River Boats.....	7,370	10,335	Northern ".....	8,882	4,379
Northern Railroads.....	776,190	531,620	.....	.....	.....
Upper River Boats.....	12,428	9,273	.....	.....	.....
Missouri River Boats..	75	90	.....	.....	.....
Total bbls.....	2,170,548	2,217,685	Total bbls.....	2,961,563	2,684,451

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1899. Bbls.	1900. Bbls.	1901. Bbls.	1902. Bbls.
New York.....	4,741,035	4,487,306	4,092,711	4,149,129
Boston and Charlestown	1,528,257	1,606,175	1,496,168	901,325
Philadelphia.....	2,101,435	2,174,567	2,237,527	2,521,791
Baltimore.....	3,367,485	3,008,787	3,324,953	3,074,335
New Orleans.....	462,464	378,308	688,222	612,290
San Francisco.....	937,055	1,130,145	1,091,790	1,090,876
Chicago.....	.....	.....	13,675	36,893
Duluth and Superior.....	860,569	296,483	537,977	520,585
Portland.....	.....	.....	.....	129,020
Puget Sound.....	696,816	1,194,197	1,185,470	1,630,555
Portsmouth and Norfolk.....	347,998	412,738	478,529	173,676
Willamette.....	656,579	833,610	643,326	691,471
New Port News.....	1,726,123	2,209,502	2,757,839	1,954,483
Galveston.....	171,674	191,463	143,673	145,075
Mobile.....	129,127	212,128	290,909	261,813
Other Points.....	959,786	502,099	569,626	105,714
Total.....	18,717,161	18,682,509	19,352,330	17,998,531

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1899. Bbls.	1900. Bbls.	1901. Bbls.	1902. Bbls.
St. Louis.....	1,514,815	1,869,070	2,170,543	2,217,685
New York.....	6,728,062	6,865,487	6,868,242	6,893,734
Boston.....	2,321,583	2,594,568	2,477,072	1,945,758
Baltimore.....	3,864,838	3,941,898	3,863,432	3,757,255
Cincinnati.....	2,154,874	2,561,977	3,031,743	2,408,058
Milwaukee.....	3,165,105	3,012,635	2,919,300	3,681,400
Minneapolis.....	.....	222,102	240,779	246,241
Toledo.....	915,281	1,136,364	690,416	700,000
Buffalo.....	9,068,873	11,463,079	11,053,439	12,028,616
Chicago.....	5,890,139	9,313,591	10,232,235	7,895,207
Philadelphia.....	3,247,379	3,712,177	3,485,023	4,213,907
New Orleans.....	784,047	647,798	525,371	551,145
Detroit.....	203,610	285,500	337,550	373,300
Peoria.....	511,120	837,170	940,197	1,017,630
San Francisco.....	1,506,160	1,221,443	1,675,007	1,743,553
Montreal.....	1,575,059	838,182	1,031,825	1,043,016
Duluth and Superior.....	4,573,930	4,519,540	4,785,309	6,807,785
Cleveland.....	990,610	1,182,720	1,060,350	851,430
Indianapolis.....	216,726	220,890	246,065	325,043
Tacoma.....	.....	.....	.....	415,224
Galveston.....	.....	.....	.....	270,100

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1902. Bbls.	1901. Bbls.	1900. Bbls.	1899. Bbls.
Minneapolis	16,260,105	15,921,880	15,082,725	14,291,780
St. Louis	1,322,530	1,505,234	1,346,059	1,166,439
Baltimore	384,758	349,785	316,940	410,935
Philadelphia	600,000	586,000	551,000	536,000
Milwaukee	1,755,051	1,839,966	1,866,501	1,737,828
Buffalo	965,662	895,050	962,573	1,068,944
Toledo	1,600,000	.....	1,092,000	1,150,000
Detroit	313,000	563,400	626,000	594,700
Chicago	1,262,224	1,280,000	1,274,776	1,125,745
Duluth and Superior	1,809,620	860,805	345,460	1,763,920
Kansas City	1,298,359	1,430,634	1,291,634	1,094,846
Peoria	107,000	112,000	150,000	67,500
Cincinnati	416,293	416,805	356,718	454,000
Cleveland .....	.....	130,000	190,000	200,000
Indianapolis	665,614	596,504	469,491	542,701
Nashville, Tenn	988,376	877,481	261,068	630,803
Galveston	172,340	200,000	.....	203,000
Tacoma, Wash	1,186,000	.....	.....	.....

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

	1902. Bbls.	1901. Bbls.	1900. Bbls.	1899. Bbls.
January	10,648	14,190	16,557	14,477
February	11,065	11,463	16,808	9,776
March	9,027	17,147	18,370	14,792
April	9,228	14,672	17,827	15,329
May	8,184	12,659	15,950	20,464
June	8,090	14,201	13,461	16,704
July	8,917	9,810	13,331	15,880
August	12,014	15,446	16,494	14,876
September	10,547	11,940	11,948	14,385
October	13,662	13,465	14,425	19,581
November	14,503	16,065	14,368	17,002
December	9,840	8,600	14,304	20,918
Total bbls	134,675	159,578	184,143	194,184

AUGUST RUMP, Inspector.

STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1902.

CITIES.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	125,000	125,000	125,000	190,000	120,000	120,000	115,000	95,000	100,000	90,000	65,000	110,000
New York.....	113,500	108,900	109,700	97,900	90,700	87,900	83,000	85,500	98,800	116,500	113,100	108,700
Chicago.....	19,600	51,700	88,400	75,100	108,400	94,800	96,300	98,800	29,800	19,500	88,200	88,700
St. Louis.....	60,732	57,265	58,500	50,568	50,980	50,555	48,080	87,181	33,700	28,922	51,321	56,540
Toledo.....	5,000	5,000	8,000	7,000	5,000	8,000	4,000	4,000	4,000	5,000	5,000	4,000
Baltimore.....	49,000	52,000	49,000	41,000	48,000	44,000	46,000	38,000	40,000	39,000	44,000	46,000
Detroit.....	9,000	8,000	7,000	8,000	48,000	13,000	12,000	12,000	16,000	14,000	18,000	11,000
Boston.....	102,262	104,007	88,833	84,612	79,193	84,533	78,194	61,872	58,224	54,480	58,678	87,014
Milwaukee.....	38,000	34,800	54,600	39,800	120,775	86,063	123,100	89,873	73,800	133,300	127,500	176,100
Duluth.....	19,000	14,000	88,000	280,000	317,000	203,000	136,000	212,000	186,000	186,000	347,000	191,000
Totals, bbls.....	569,094	612,672	625,133	903,000	989,220	787,790	774,644	721,729	634,824	686,212	869,794	925,054

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1900, 1901 AND 1902, ON THROUGH BILLS OF LADING.

DESTINATION.	1902. Barrels.	1901. Barrels.	1900. Barrels.	DESTINATION.	1902. Barrels.	1901. Barrels.	1900. Barrels.	TOTALS.—Barrels.	
England.....	211,027	319,333	353,288	Sweden.....	4,102	6,580	9,196	1902.....	905,205
Germany.....	31,752	52,961	37,143	Turkey.....	1,430	3,269	110	1901.....	189,321
Scotland.....	196,586	172,222	175,988	Newfoundland...	6,481	3,363	.....	1900.....	1,031,361
Ireland.....	46,213	98,355	98,623	Canada.....	2,787	450	.....	1899.....	743,373
Denmark.....	7,521	6,880	2,080	Seaboard for Export	69,848	136,526	63,984	1898.....	600,969
Norway.....	26,967	26,967	21,685	Cuba.....	171,479	181,315	160,512	1897.....	374,521
Holland.....	36,095	125,420	87,827	Italy.....	.....	4,172	386	1896.....	406,969
Belgium.....	29,069	24,632	25,998	Central America..	11,165	11,250	3,321	1895.....	874,621
Spain.....	400	4,619	1,767	South America....	8,145	5,904	2,276	1894.....	894,892
Egypt.....	640	330	330	Porto Rico.....	8,700	925	.....	1893.....	637,760
Finland.....	15,411	8,707	7,267	South Africa.....	1,613	280	606	1892.....	637,760
Switzerland.....	330	.....	.....	West Indies.....	875	.....	.....	.....	649,856
Iceland.....	.....	220	.....	Russia.....	.....	275	.....	.....	.....
Mexico.....	.....	.....	.....	Nova Scotia.....	.....	911	.....	.....	.....

**WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR
PER BARREL FOR 1902.**

1902.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	4.....	8.85@4.10	8.45@8.60	8.10@8.25	2.80@3.00
"	11.....	4.05 4.25	8.65 8.80	8.25 8.40	2.80 8.00
"	18.....	4.00 4.20	8.55 8.70	8.25 8.40	2.75 8.00
"	25.....	8.95 4.20	8.55 8.70	8.25 8.40	2.75 8.00
February	1.....	8.95 4.10	8.50 8.70	8.25 8.40	2.75 8.00
"	8.....	8.95 4.10	8.50 8.70	8.25 8.40	2.75 8.00
"	15.....	8.95 4.10	8.50 8.70	8.25 8.40	2.75 8.00
"	22.....	8.90 4.05	8.45 8.60	8.20 8.35	2.75 8.00
March	1.....	8.80 4.00	8.40 8.50	8.10 8.25	2.70 2.90
"	8.....	8.85 4.05	8.45 8.55	8.10 8.35	2.70 2.90
"	15.....	8.80 4.00	8.40 8.55	8.05 8.20	2.65 2.80
"	22.....	8.60 8.80	8.30 8.40	8.00 8.15	2.65 2.75
"	29.....	8.60 8.80	8.30 8.40	8.00 8.15	2.65 2.75
April	5.....	8.60 8.80	8.30 8.40	8.00 8.15	2.65 2.75
"	12.....	8.65 8.80	8.35 8.45	8.00 8.15	2.65 2.75
"	19.....	8.65 8.80	8.35 8.45	8.00 8.15	2.65 2.75
"	26.....	3.70 8.85	8.40 8.50	8.00 8.20	2.65 2.75
May	8.....	3.70 8.85	8.40 8.50	8.00 8.20	2.65 2.75
"	10.....	8.65 8.80	8.35 8.50	8.00 8.20	2.65 2.85
"	17.....	3.65 8.80	8.35 8.50	8.00 8.20	2.65 2.85
"	24.....	3.65 8.80	8.35 8.50	8.00 8.20	2.65 2.85
"	31.....	3.60 8.75	8.30 8.45	8.00 8.20	2.65 2.85
June	7.....	8.65 8.70	8.25 8.35	8.00 8.20	2.65 2.85
"	14.....	8.60 8.70	8.30 8.40	8.00 8.20	2.65 2.85
"	21.....	3.60 8.70	8.30 8.40	8.00 8.20	2.65 2.85
"	28.....	8.55 8.65	8.25 8.35	8.00 8.20	2.65 2.85
July	5.....	8.65 8.75	8.30 8.45	8.05 8.25	2.75 2.90
"	12.....	8.65 8.65	8.30 8.40	8.00 8.20	2.75 2.90
"	19.....	8.50 8.65	8.20 8.30	8.10 8.20	2.75 2.90
"	26.....	8.25 8.40	2.95 3.05	2.80 2.90	2.40 2.60
August	2.....	8.20 8.80	2.90 8.00	2.80 2.90	2.40 2.60
"	9.....	8.10 8.20	2.80 2.90	2.65 2.75	2.25 2.50
"	16.....	8.10 8.20	2.80 2.90	2.65 2.75	2.25 2.85
"	23.....	8.15 8.25	2.85 2.95	2.65 2.75	2.25 2.85
"	30.....	8.15 8.30	2.85 3.05	2.70 2.80	2.25 2.85
September	6.....	8.20 8.80	2.90 8.10	2.70 2.80	2.25 2.85
"	13.....	8.20 8.85	2.90 8.10	2.70 2.80	2.25 2.85
"	20.....	8.20 8.85	2.90 8.10	2.70 2.80	2.25 2.85
"	27.....	8.25 8.85	2.95 8.10	2.70 2.80	2.25 2.85
October	4.....	8.80 8.40	8.00 8.10	2.70 2.80	2.25 2.85
"	11.....	8.80 8.40	8.00 8.10	2.70 2.80	2.25 2.85
"	18.....	8.85 8.50	8.05 8.20	2.75 2.90	2.25 2.40
"	25.....	8.85 8.50	8.05 8.20	2.75 2.90	2.25 2.40
November	1.....	8.85 8.50	8.00 8.20	2.75 2.90	2.25 2.40
"	8.....	8.80 8.50	2.95 3.15	2.70 2.85	2.25 2.40
"	15.....	8.80 8.45	2.95 3.15	2.70 2.85	2.25 2.40
"	22.....	8.80 8.45	2.90 3.15	2.70 2.85	2.25 2.40
"	29.....	8.80 8.45	2.90 3.15	2.70 2.85	2.25 2.40
December	6.....	8.80 8.45	2.90 3.15	2.70 2.85	2.20 2.40
"	13.....	8.85 8.50	8.00 8.20	2.70 2.85	2.20 2.40
"	20.....	8.85 8.50	8.00 8.20	2.70 2.85	2.20 2.40
"	27.....	8.85 8.50	8.05 8.20	2.70 2.85	2.20 2.40

GRAIN.

The grain crops of 1902 were the largest ever harvested, aggregating in wheat, corn, oats, rye and barley 4,345,138,647 bushels. The yield of wheat was less than in 1901 and 1898, but greater than in any other year. The yield of corn was far in excess of any previous year, and was only approached by the crop of 1896. In oats also previous records were eclipsed, and the same was true of rye and barley. Other crops were likewise abundant, so that the year 1902 was a banner year for the farmer. The average yield and value of the crops of 1902 are given by the Department of Agriculture as follows:

CROPS.	ACREAGE.	PRODUCTION.	Farm value December 1st, 1902.
	Acres.	Bushels.	
Corn	94,043,612	2,523,648,812	\$1,017,017,849
Winter Wheat.....	28,581,426	411,789,696	266,727,475
Spring Wheat	17,630,396	266,274,843	155,496,642
Oats	28,668,144	987,842,712	808,584,852
Barley	4,661,065	124,364,028	61,896,684
Rye	1,978,548	58,680,592	17,060,798

The yield as compared with previous years was as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1902.....	665,068,008	2,523,648,812	987,842,712	88,680,592	184,954,028	4,345,188,647
1901.....	748,460,218	1,522,519,891	786,808,724	80,844,830	109,932,924	3,148,066,587
1900.....	523,229,505	2,105,102,516	809,125,969	28,996,927	59,925,838	3,519,879,770
1899.....	547,808,846	2,078,143,838	796,177,718	28,961,741	78,381,668	3,518,968,796
1898.....	675,148,705	1,994,184,660	780,906,643	25,857,522	55,792,257	3,411,689,787
1897.....	580,149,168	1,902,987,938	698,787,809	27,363,324	68,685,127	3,225,938,881
1896.....	427,684,846	2,283,876,165	707,846,404	24,369,047	69,695,223	3,512,970,186

The yield of wheat per acre in bushels in 1902 is given as follows: Spring wheat 14.7, winter wheat 14.4; corn 26.8, oats 34.5, rye 17.0, and barley 29.0. In yield of corn Missouri holds first place, the yield being 39 bushels per acre and Illinois next with 38.7 bushels. Farm values for several years compare as follows:

	1899.	1900.	1901.	1902.
Corn.....	\$328,210,110	\$751,220,084	\$921,555,768	\$1,017,017,849
Wheat	819,545,259	823,515,177	467,350,156	422,224,117
Oats.....	198,167,975	208,669,238	298,658,777	808,584,852
Rye	12,214,118	12,295,417	16,909,742	17,060,798
Barley.....	29,594,254	24,075,271	49,705,168	61,896,684
Hay	411,926,187	445,538,870	506,191,539	543,036,384
Potatoes	89,328,832	90,811,167	143,979,470	184,111,436

It will be noticed that corn is the most valuable product of agriculture and that hay and wheat are the next.

The exports of grain from the United States for the past three years compare as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	Oats. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1902.....	129,466,280	18,728,960	5,976,708	4,855,264	8,712,874	167,785,081
1901.....	179,201,418	102,559,089	25,929,048	2,617,570	8,686,110	318,778,285
1900.....	99,079,158	190,886,489	32,184,242	1,996,785	12,819,162	335,964,831
1899.....	109,635,161	206,135,238	41,086,123	4,852,840	16,949,846	378,657,702

The grain business of St. Louis during 1902 was eminently satisfactory, the receipts being greater in all the cereals except corn, and in that article St. Louis received its proportion of the light crop of 1901.

Receipts during the past five years compare as follows:

RECEIPTS.

	1902.	1901.	1900.	1899.	1898.
Wheat, bushels	30,667,212	20,980,805	19,788,610	10,428,163	14,240,252
Corn, "	16,024,715	20,834,060	25,613,410	23,344,475	26,738,962
Oats, "	20,570,245	15,728,130	13,257,925	12,606,835	10,725,880
Rye, "	940,396	686,810	475,355	454,790	571,707
Barley, "	2,234,504	1,939,993	2,011,500	1,409,744	2,001,911
Total, "	70,437,072	60,049,798	61,144,805	48,243,787	54,273,212

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1902.....	80,416,864	1896.....	57,203,249	1890.....	77,795,322
1901.....	69,817,294	1895.....	37,410,330	1889.....	68,466,596
1900.....	69,556,619	1894.....	51,646,405	1888.....	51,105,121
1899.....	55,058,184	1893.....	66,348,786	1887.....	48,848,562
1898.....	60,384,608	1892.....	80,548,136	1886.....	42,918,900
1897.....	63,581,384	1891.....	68,835,764		

The relative position of the ten principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1902—bush.	1901—bush.	1900—bush.	1899—bush.
Chicago.....	185,735,374	245,207,653	307,726,135	298,901,815
St. Louis.....	70,437,072	60,049,798	61,144,804	48,243,787
Minneapolis.....	112,889,860	114,817,400	105,718,596	109,364,480
Peoria.....	34,776,815	6,609,466	32,538,600	19,961,800
Kansas City.....	48,869,000	46,768,800	46,638,250	31,745,660
Milwaukee.....	32,896,177	38,710,300	41,046,130	46,221,926
Toledo.....	26,491,302	26,324,836	41,840,418	37,339,184
Duluth and Superior.....	49,807,816	51,217,696	40,869,596	69,524,434
Detroit.....	12,823,840	12,887,116	11,003,717	8,712,280
Cincinnati.....	20,122,312	26,667,371	26,885,323	13,164,179

WHEAT.

More wheat was received and distributed at St. Louis during 1902 than in any year in the history of this market. The receipts for the year were 30,667,212 bushels, of which 25,743,604 was of the crop of 1902 and was received after July 1st. Of the receipts nearly 17,000,000 bushels came by Western railroads and nearly 9,000,000 from North and Northwestern roads. The shipments amounted to 22,276,507 bushels, of which 3,672,863 bushels

were exported via Atlantic Seaboard and 2,308,714 by river via New Orleans. There was a steady demand from Southern and Eastern milling points, and some 16,000,000 bushels was taken by these outside mills. About 6,000,000 bushels was taken by city millers. The quality was not up to the year before, the crop of 1901 being unusually good on account of a most favorable harvest. The crop of 1902 was damaged to some extent by continued rains during harvest time, so that but a small proportion graded No. 2. Out of 31,456 cars inspected, but 7,914 graded No. 2. Inspections show the different kinds of wheat received, to be as follows:

Wheat.	Cars.
Red Winter.....	26,819
Hard Winter.....	4,740
White Winter.....	97
Spring.....	800
Total	31,456

The 1,067,203 sacks of wheat received was all red winter wheat. The largest weekly receipts were 1,971,472 bushels for the week ending August 9th, and the largest single day's receipts were 587,835 bushels on Saturday August 9th.

Receipts of wheat at the principal primary markets for the past three years compare as follows:

	1902—Bu.	1901—Bu.	1900—Bu.
Minneapolis	88,762,120	90,838,570	83,812,320
Chicago.....	87,940,968	51,197,870	48,048,298
Kansas City.....	24,018,400	26,952,804	34,775,450
Duluth and Superior	42,406,928	47,000,965	31,964,324
St. Louis	30,667,212	20,860,865	19,786,614
Milwaukee	9,426,200	18,050,850	9,631,380
Toledo.....	13,100,260	8,216,205	9,228,047

The crop of the surplus wheat States for the three years were as follows:

	1902—Bu.	1901—Bu.	1900—Bu.
Kansas.....	45,827,495	99,079,304	82,488,665
Minnesota	79,752,404	80,102,627	51,509,000
Nebraska	52,726,451	42,006,885	24,801,900
Iowa	14,869,245	21,048,101	21,798,223
South Dakota.....	43,973,088	51,662,307	20,149,684
Missouri	56,266,494	31,137,097	18,846,713
Illinois	32,801,332	30,062,053	17,962,068
Wisconsin	9,655,094	7,576,874	13,166,599
North Dakota.....	62,873,241	59,310,669	13,176,213

The average yield per acre was 14.5 bushels for the whole crop. Winter being 14.4 and spring 14.7. In Kansas the yield was 10.4, in Nebraska 23.2, in Iowa 17.5, in Missouri 19.9 and in Illinois 17.9.

CORN.

The amount of corn handled in this market during 1902 decreased somewhat owing to the short crop of 1901, while the phenomenal crop of 1902

did not begin to reach the market till November and December, when the receipts largely increased. The total amount handled was 16,024,715 bushels, against 20,834,060 bushels the previous year. Values were too high for export and but a small proportion of the crop went to foreign markets; the bulk being taken for home consumption.

The receipts were less from the West and larger from east of the river. Shipments amounted to 13,698,459 bushels, the larger part going to the South. The market opened for No. 2 in January at 69½ cents and ranged from 59 to 63½ cents until the new crop began to arrive in November, when the price fell to 44, closing in December at 40½ to 41½.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

	1902. Bushels.	1901. Bushels.	1900. Bushels.	1899. Bushels.
Chicago.....	50,622,907	84,136,637	134,663,456	133,776,350
St. Louis.....	16,024,715	20,834,060	25,618 410	23,344,475
Peoria.....	18,276,649	19,604,568	18,595,300	17,061,200
Kansas City.....	16,092,800	13,488,850	8,334,250	8,759,250
Toledo.....	5,950,791	10,969,528	24,828,879	15,498,069
Detroit.....	2,069,537	3,266,974	3,378,934	3,208,945
Milwaukee.....	2,701,220	3,425,300	5,780,400	7,233,290
Cincinnati.....	7,910,048	11,563,425	14,420,798	6,607,090
Indianapolis.....	6,599,520	5,698,050	7,498,200	8,204,700

The crops of the corn surplus States for the previous three years, as reported by the Department of Agriculture, are as follows:

	1902—Bush.	1901—Bush.	1900—Bush.
Ohio.....	121,608,512	80,313,302	106,890,188
Indiana.....	171,332,142	87,753,541	153,200,800
Illinois.....	372,436,416	198,025,713	264,176,228
Iowa.....	297,686,016	230,264,550	305,859,948
Missouri.....	264,232,805	66,436,376	180,710,404
Kansas.....	222,805,621	61,506,034	163,870,630
Nebraska.....	252,520,173	109,141,840	210,430,064
Total.....	1,702,621,485	833,441,356	1,385,138,256

OATS.

The crop of 1902 was the largest ever raised, and the receipt in the St. Louis market increased accordingly. The total amount received aggregates 20,570,245 bushels, while the receipts of 1901 were 15,728,130 bushels. The crop was below the average in quality, but fairly merchantable. Aside from the home requirements, there was an unusual domestic demand, especially in the Southeastern and Southern States, Texas being the largest buyer. The price of No. 2 in January was 50 cents, ranging from 41½ to 48 cents until harvest, when values declined materially. During August quotations were 26½ to 32½, October 29 to 32, closing in December at 33½ to 34 cents.

The crops of the Western States for four years compare as follows:

	1902. bush.	1901. bush.	1900. bush.	1899. bush.
Iowa	124,788,837	122,804,564	130,572,138	126,965,749
Minnesota	82,259,697	65,734,027	41,907,046	52,688,416
Wisconsin	95,087,810	66,647,881	61,971,552	67,687,380
Illinois	153,450,423	112,581,903	133,642,884	127,278,948
Indiana	48,565,685	39,633,022	44,866,035	34,301,248
Ohio	46,409,791	35,217,378	40,840,584	32,945,976
Missouri	27,816,165	10,197,746	24,695,373	20,299,350
Kansas	31,529,128	17,362,410	43,063,943	39,129,410

RYE.

The rye crop of 1902 was like the other cereals, greater than ever before, reaching 33,630,592 bushels. Receipts at St. Louis were also larger, amounting to 940,396 bushels, the major part coming by rail from the West. Prices of No. 2 ranged from 55 cents to 68 cents during the first six months, and from 47 to 51 cents the balance of the year.

BARLEY.

Receipts for Barley were 2,234,504 bushels, a considerable increase over previous years, practically all of which was taken by home brewers and malsters.

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1890.....	1,856,883	bbls., or	58,498,114	galls.
1891.....	1,810,812	"	56,135,172	"
1892.....	1,961,449	"	60,814,919	"
1893.....	2,092,903	"	64,879,993	"
1894.....	1,931,666	"	59,881,646	"
1895.....	1,962,069	"	60,823,844	"
1896.....	2,193,785	"	68,007,358	"
1897.....	2,124,507	"	65,859,744	"
1898.....	2,040,158	"	63,204,896	"
1899.....	2,100,411	"	65,112,741	"
1900.....	2,283,603	"	70,791,693	"
1901.....	2,517,755	"	78,050,402	"
1902.....	2,707,508	"	83,982,748	"

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1902.

MONTHS.	Flour. Bbls.	Wheat. Bush	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	178,296	448,689	2,862,236	2,002,000	87,500	274,500
February	140,845	478,688	964,480	1,258,900	15,750	142,500
March	199,270	814,175	1,066,400	1,672,960	47,700	129,000
April	157,445	612,378	1,018,495	1,357,355	29,626	58,000
May	166,220	1,309,064	1,384,970	1,819,670	21,820	22,000
June	180,060	1,270,654	712,210	1,344,496	14,540	8,288
July	177,890	5,944,122	810,230	1,049,340	28,309	1,102
August	185,575	6,248,847	588,400	1,954,065	88,423	1,028
September	192,635	4,018,446	587,580	2,324,005	174,886	112,000
October	212,196	8,812,267	509,508	2,478,510	188,687	582,059
November	219,085	8,612,891	1,689,080	1,610,055	286,698	497,077
December	228,670	1,585,441	8,466,180	1,208,120	116,807	417,000
By Wagon		582,530	800,000	500,000		
Total	2,217,685	80,667,212	16,024,715	20,570,245	940,896	2,284,504

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1902.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	211,710	1,607,991	2,028,905	1,304,880	47,225	8,960
February	154,515	1,204,197	1,562,420	849,185	14,810	
March	184,215	844,929	1,610,840	969,780	86,724	12,807
April	182,982	815,601	1,226,964	981,600	87,555	7,978
May	159,200	1,224,588	1,809,680	719,530	56,045	9,960
June	212,406	1,148,808	768,480	664,765	82,888	965
July	192,978	1,432,615	456,708	407,160	9,280	
August	260,575	4,069,275	919,066	1,162,874	82,652	112
September	245,435	2,721,981	515,615	1,167,745	90,220	
October	298,565	2,624,002	521,806	1,266,200	115,185	5,880
November	280,285	2,459,280	960,680	1,304,120	202,120	8,278
December	800,685	2,108,840	1,822,840	890,700	222,851	15,550
Total	2,684,451	22,276,507	18,698,459	11,657,989	905,905	65,417

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

	Receipts.	Shipments.
1882	54,893,141	41,540,103
1883	51,983,494	37,632,049
1884	52,776,832	41,227,380
1885	52,579,425	38,838,580
1886	42,918,809	27,690,878
1887	48,748,562	36,003,832
1888	51,195,121	38,402,167
1889	68,406,506	56,282,700
1890	77,795,232	65,155,187
1891	68,835,754	51,350,319
1892	80,548,136	53,545,976
1893	66,348,786	51,487,600
1894	51,046,405	35,170,487
1895	37,410,330	29,339,368
1896	57,208,249	41,200,512
1897	64,581,564	46,987,028
1898	60,284,608	52,722,679
1899	55,058,154	41,028,538
1900	69,555,619	54,606,499
1901	69,817,264	59,152,871
1902	80,416,654	60,684,296

Since 1882, Flour is reduced to wheat at four and one-half bushels to the barrel previous to 1882 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1877	8,374,161	2,410,180	11,847,771	9,309,014	3,194,731	1,550,685	473,507	597,183	1,292,430	183,281
1878	17,035,332	6,900,593	9,005,728	6,383,712	3,883,376	1,793,801	645,583	757,621	1,517,522	344,799
1879	14,393,362	7,302,076	8,311,026	8,311,026	5,009,166	2,154,096	948,788	432,790	1,381,507	280,433
1880	21,243,571	11,313,379	23,298,077	17,571,323	6,807,078	3,541,613	498,753	276,041	3,061,593	164,113
1881	18,243,571	6,931,630	21,258,310	15,290,180	6,807,078	3,541,613	498,753	276,041	3,061,593	164,113
1882	20,774,987	12,446,060	14,541,553	9,376,975	8,183,518	4,410,011	503,370	344,570	1,818,968	85,245
1883	16,000,704	6,480,765	20,001,450	15,199,549	6,453,757	3,047,559	533,270	388,537	2,860,798	180,900
1884	16,368,909	7,177,993	18,607,325	16,535,259	7,036,961	3,862,360	526,218	700,536	2,692,841	168,781
1885	10,690,677	9,352,609	36,114,763	20,491,416	7,883,529	3,690,329	726,798	636,640	3,017,802	310,340
1886	12,800,364	9,429,463	16,387,071	11,848,995	7,486,915	3,764,923	447,643	387,018	2,659,731	315,377
1887	14,510,315	6,238,268	16,576,886	13,841,172	9,708,545	2,760,729	538,798	176,352	2,833,192	291,387
1888	13,010,108	4,413,508	15,904,759	10,456,760	5,414,764	6,803,577	431,514	275,533	3,044,981	334,083
1889	13,810,591	5,351,141	34,299,781	20,949,187	11,347,340	6,803,577	679,384	909,073	3,070,307	323,173
1890	11,780,774	3,083,015	45,008,681	40,616,338	12,326,965	7,191,968	501,064	467,360	3,794,390	280,165
1891	95,523,183	14,977,215	21,530,940	14,881,803	12,433,310	7,773,853	1,149,480	1,069,408	9,108,546	173,663
1892	27,463,865	14,533,534	32,003,030	29,003,766	10,604,310	4,972,928	1,180,153	1,032,374	2,691,249	185,563
1893	14,642,999	7,836,684	33,809,416	29,056,537	10,036,525	4,084,376	683,799	1,586,338	1,866,746	134,613
1894	10,003,243	5,140,172	23,546,945	18,163,363	10,196,005	3,909,909	140,285	120,036	2,068,438	45,351
1895	11,276,885	7,378,613	8,779,290	6,981,309	10,466,160	4,606,374	324,581	173,298	2,104,126	106,634
1896	12,651,248	6,530,078	94,763,445	20,049,780	11,491,310	5,395,387	296,930	247,629	1,381,611	106,634
1897	12,057,785	7,460,084	31,077,440	26,817,631	12,147,235	5,860,580	712,428	939,491	1,606,811	195,131
1898	14,240,252	11,026,765	26,783,965	27,869,091	10,726,880	6,976,864	671,707	670,072	2,001,911	52,988
1899	10,428,163	4,908,427	28,344,475	20,241,923	12,606,885	6,184,585	464,790	491,642	1,409,474	77,873
1900	19,786,614	12,473,866	26,613,410	22,682,765	18,237,926	7,688,708	476,356	431,778	2,011,500	121,460
1901	17,013,659	9,084,080	17,718,556	15,793,130	10,511,905	6,681,017	686,810	490,517	1,939,393	93,201
1902	30,667,212	22,276,507	16,024,715	13,538,459	20,570,245	11,637,369	940,598	905,905	2,234,504	65,417

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

YEAR.	Wheat, bu.		Corn, bu.		Oats, bu.		Rye, bu.		Barley, bu.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1883	1,098,584	1,177,326	176,092	125,292	1833	6,572,312	350,068	51,017	3,968	54,397
1884	2,092,250	516,745	87,030	27,367	1894	7,245,975	1,735,973	750,359	4,480	84,418
1885	2,676,049	1,277,909	197,688	76,071	1895	2,367,144	41,579	625,003	12,972	11,188
1886	4,422,896	1,783,987	639,810	31,446	1896	2,734,885	2,101,223	521,689	77,392	18,622
1887	4,678,889	1,063,980	8,526	107,836	1897	2,959,433	4,180,131	491,792	98,719	8,155
1888	3,803,153	1,250,695	100,292	112,609	1898	1,766,479	827,159	170,814	6,318	14,913
1889	2,668,671	543,723	33,700	254,241	1899	2,935,476	506,046	29,728	10,888	50,728
1890	2,922,141	778,368	4,195	165,433	1900	5,972,356	846,189	19,341	11,686	75,140
1891	3,153,884	503,869	15,131	106,514	1901	3,690,244	1,010,045	38,971	114,583	3,429
1892	7,645,050	1,080,634	172,406	43,619	1902	4,740,571	1,825,970	29,877	25,470	.....

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1901.	Months.	1902.	1901.
January	443,699	1,368,728	January	1,607,991	1,409,790
February.....	478,138	892,445	February	1,204,197	1,455,080
March	814,175	1,356,670	March	844,929	2,493,890
April	612,379	642,427	April	815,601	1,155,740
May	1,809,064	865,260	May.....	1,224,538	1,355,815
June	1,270,654	841,842	June.....	1,148,806	699,445
July	5,944,122	5,591,149	July	1,432,615	2,266,608
August	6,243,347	3,833,249	August	4,089,375	2,026,234
September.....	4,013,446	2,093,094	September.....	2,721,981	1,761,137
October.....	3,812,367	1,111,198	October.....	2,624,602	939,263
November.....	3,612,391	1,057,547	November.....	2,459,230	658,288
December	1,535,441	762,271	December	2,103,940	771,928
By Wagon	582,590	450,430			
Total bushels...	30,667,212	20,860,805	Total bushels...	22,276,507	17,012,658

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail and Missouri River.....	16,868,970	11,614,246	10,463,947
The South by rail from west of Mississippi river	426,388	1,605,273	8,078,603
The South by Mississippi river boats.....	1,441,640	1,298,128	1,298,116
The South by rail from east of Mississippi river.. ..	544,365	530,821	1,625,070
The East by rail and by Illinois river.....	2,158,471	1,167,723	801,481
The North and Northwest by rail and river.....	8,646,838	4,194,184	1,943,097
Wagons from near the city.....	582,590	450,430	585,300
Total Receipts, bushels	30,667,212	20,860,805	19,796,614

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1902.	1901.	1900.
Europe direct via Atlantic seaboard.....	3,672,863	6,294,729	870,680
Europe direct via New Orleans.....	2,808,714	1,828,244	169,241
East by rail (not exported).....	4,584,678	4,498,602	8,016,972
South by rail (not exported).....	11,261,839	4,142,280	3,199,007
To local points by rail and river.....	448,413	248,803	217,466
Total shipments, bushels.	22,276,507	17,012,658	12,473,366

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1901.	Months.	1902.	1901.
January	2,552,385	2,820,295	January	2,028,905	2,574,592
February	954,480	2,558,315	February	1,562,420	2,102,987
March	1,056,400	2,841,175	March	1,610,840	2,821,868
April	1,018,495	1,007,515	April	1,226,984	1,060,087
May	1,334,970	2,284,500	May	1,309,680	1,709,801
June	712,310	1,216,645	June	768,480	1,461,675
July	810,180	1,088,580	July	456,708	742,214
August	538,400	1,221,465	August	919,066	1,260,990
September	587,590	936,900	September	515,615	747,112
October	509,505	1,028,900	October	531,808	891,185
November	1,689,080	1,499,555	November	960,680	1,809,985
December	8,466,180	2,831,965	December	1,832,840	1,516,975
By Wagons	800,000	500,000			
Total bushels ..	16,024,715	20,884,060	Total bushels...	18,698,469	17,718,656

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail and Missouri River	2,762,835	4,012,085	8,641,960
The South by rail from west of Mississippi river	9,875	404,175	641,565
The South by Mississippi river boats	78,700	7,585	20,575
The South by rail from east of Mississippi river	1,020,020	917,640	226,800
The East by rail and by Illinois river	6,202,850	6,425,670	1,777,810
The North and Northwest by rail and river	5,151,945	8,567,055	13,794,710
Wagons from near the city	800,000	500,000	500,000
Total Receipts, bushels	16,024,715	20,884,060	25,613,410

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1898.	1899.	1900.
Europe, direct via Atlantic Seaboard	11,522,592	10,536,998	5,671,010
Europe, direct via River to New Orleans	8,006,498	1,748,517	8,037,587
South and East by rail (not for export)	12,985,508	7,862,580	13,770,478
Southern points by river	211,199	52,818	48,099
Local points	48,804	51,010	55,386
Total Shipments, bushels	27,869,091	20,241,923	22,582,795

DIRECTION OF SHIPMENTS, 1901-02.

	1902.	1901.
Exported via Gulf and Atlantic ports	1,853,572	1,637,098
Exported via New Orleans	236,400	585,705
South by rail for consumption	9,589,750	13,069,451
East by rail for consumption	745,748	1,238,010
South by river for consumption	37,869	98,964
West by rail for consumption	1,069,900	1,081,073
To local points	115,290	43,860
Total shipments, bushels	18,698,469	17,708,656

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1902.	Months.	1901.	1902.
January	1,217,055	2,002,000	January	1,182,510	1,804,880
February	1,274,985	1,258,800	February	870,185	849,185
March	1,174,220	1,072,980	March	894,600	989,780
April	989,680	1,357,258	April	454,080	981,600
May	1,466,840	1,819,670	May	986,885	719,580
June	986,010	1,344,495	June	804,880	684,765
July	1,218,945	1,049,340	July	707,240	407,160
August	1,888,915	1,854,935	August	1,542,065	1,162,524
September	1,806,155	2,324,005	September	772,870	1,167,745
October	1,840,015	2,478,510	October	779,080	1,266,200
November	1,018,800	1,610,065	November	723,020	1,804,120
December	1,461,600	1,208,720	December	884,980	890,700
By Wagon	400,000	500,000			
Total bushels ...	15,728,130	20,570,245	Total bushels...	10,511,305	11,657,989

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1900.	1901.	1902.
The West, by rail.....	2,294,590	1,415,455	8,525,685
The South, by rail from West of Mississippi River.....	49,665	48,005	5,400
The South, by Mississippi River Boats.....	505	520	650
The South, by rail from East of Mississippi River.....	962,985	997,845	1,249,870
The East, by rail and Illinois River.....	2,577,088	6,881,510	8,180,010
The North and Northwest, by rail and river.....	6,978,085	6,535,295	7,108,880
Wagons near the city.....	400,000	400,000	500,000
Total Receipts, bushels.....	18,267,925	15,728,180	20,570,245

DIRECTION OF SHIPMENTS.

TO	1900.	1901.	1902.
The West.....	170,477	686,830	741,400
The South, by rail.....	6,588,462	9,221,135	10,832,889
The South, by river.....	686,964	508,075	826,609
The East, by rail.....	188,905	88,620	289,220
Local points.....	4,995	8,145	19,880
Total Shipments, bushels	7,588,708	10,511,805	11,657,989

In 1897, 416,350 bushels were exported via Atlantic ports and 681,429 bushels via New Orleans.

In 1898, 4,524 bushels were exported via Atlantic seaports and 861,717 bushels via New Orleans.

In 1899, 42,949 bushels were exported via Atlantic ports and 110,899 bushels via New Orleans.

In 1900, 244,697 bushels were exported via Atlantic ports and 667,804 bushels via New Orleans.

In 1902, 309,533 bushels were exported via Atlantic ports and 28,409 bushels via New Orleans.

R Y E.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1901.	Months.	1902.	1901.
January.....	37,500	47,250	January.....	47,225	50,770
February.....	15,750	78,750	February.....	14,810	78,030
March.....	47,700	30,064	March.....	86,724	63,190
April.....	29,826	21,380	April.....	87,555	17,600
May.....	21,820	62,687	May.....	56,045	56,640
June.....	14,540	24,070	June.....	32,388	22,968
July.....	28,309	78,656	July.....	9,280	20,726
August.....	88,428	187,385	August.....	32,652	112,846
September.....	174,886	51,763	September.....	99,220	21,518
October.....	133,637	35,565	October.....	115,135	3,274
November.....	286,698	81,500	November.....	202,120	16,380
December.....	116,907	42,800	December.....	222,831	25,075
Total bushels...	940,896	686,810	Total bushels...	905,905	490,517

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail.....	219,243	88,222	120,750
The South by rail from west of Mississippi river.....	900	750	12,850
The South by Mississippi river boats.....	3,838	590	158
The South by rail from east of Mississippi river.....	21,504	12,000	2,200
The East by rail and Illinois river.....	56,004	223,297	55,942
The North by rail and river.....	628,907	361,951	308,410
Total Receipts, bushels.....	940,896	686,810	478,355

230,588 bushels were exported in 1902 via Atlantic Seaboard, and 28,212 bushels via New Orleans.

BARLEY.**MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.**

RECEIPTS.			SHIPMENTS.		
Months.	1901.	1902.	Months.	1901.	1902.
January.....	169,500	274,500	January.....	19,750	8,900
February.....	126,750	142,500	February.....	12,440	.....
March.....	148,250	129,000	March.....	4,470	12,807
April.....	88,250	58,000	April.....	24,880	7,978
May.....	89,000	22,000	May.....	9,210	9,960
June.....	9,000	3,238	June.....	8,000	965
July.....	2,250	1,102	July.....	.....	.....
August.....	18,640	1,028	August.....	988	112
September.....	229,500	112,000	September.....	1,885	.....
October.....	544,500	582,059	October.....	1,945	5,880
November.....	377,608	497,077	November.....	9,087	8,272
December.....	201,750	417,000	December.....	5,666	15,558
Total bushels...	1,989,998	2,284,504	Total bushels....	92,201	65,417

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1900.
The West by rail.....	61,028	19,658	18,750
The South by rail from West of Mississippi River....	.....	.....	.....
The South by Mississippi River Boats.....	476	140	.....
The East by rail and Illinois River.....	1,087,250	1,272,750	996,750
The North by rail and river.....	1,085,750	647,250	996,000
Total Receipts, bushels.....	2,284,504	1,989,998	2,011,500

No Canada Barley received in 1896.

18,000 bushels Canada Barley received in 1897.

No Canada Barley received in 1898.

20,099 bushels Canada Barley received in 1899.

47,517 bushels Canada Barley received in 1900.

5,000 bushels Canada Barley received in 1901.

No Canada Barley received in 1902.

**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1889.....	921,366	12,960,809	17,104,956	414,868,000	4.13
1890.....	1,840,817	15,905,134	21,236,550	490,560,000	4.32
1891.....	1,227,546	12,312,260	17,836,317	709,263,000	4.47
1892.....	1,431,990	26,996,228	33,449,188	611,790,000	5.46
1893.....	1,397,408	26,015,688	32,801,974	515,949,000	6.26
1894.....	1,143,435	12,663,604	17,809,061	396,121,725	4.50
1895.....	1,119,398	10,126,318	15,193,697	480,267,416	3.80
1896.....	1,119,681	12,386,755	17,426,819	487,102,947	3.73
1897.....	1,378,771	11,814,494	18,019,963	427,694,346	4.21
1898.....	1,361,865	12,719,825	18,845,967	530,149,168	3.56
1899.....	1,840,898	14,322,491	20,856,509	675,148,706	3.02
1900.....	1,943,175	10,211,628	18,955,915	547,808,846	3.46
1901.....	2,029,625	23,211,245	52,814,555	522,229,505	6.03
1902.....	2,209,818	19,822,546	29,766,704	748,460,218	3.98

**DOMESTIC EXPORTS OF FLOUR AND GRAIN FROM THE UNITED STATES
FOR THE CALENDAR YEAR 1902,**

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington, D. C.

Customs Districts.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Wheat, bush.	Wheat Flour, bbls.
Baltimore...	49,499	4,501,555	7,437	137,505	15,503,119	1,261,912	2,862,966	3,074,335
Boston and Charlestown	61,409	804,038	3,986	284,706	2,874,306	.....	11,081,326	901,825
Newport News...	.....	1,184,816	21,164	223,837	4,560,410	.....	43,955	1,954,483
New York....	341,072	3,052,715	187,004	1,803,663	25,244,556	2,316,417	15,643,745	4,143,129
Norfolk and Portsmouth	.....	386,840	.....	.....	.....	.....	12,949,484	173,376
Philadelphia	.....	2,423,487	15,724	584,882	18,936,418	63,120	13,666,139	2,521,791
Portland and Falmouth	.....	77,075	.....	.....	.....	.....	10,653,264	129,020
Galveston...	.....	963,208	.....	.....	.....	12,063	3,027,446	145,075
Mobile.....	2	304,780	449	191,434	.....	.....	1,783,913	261,813
New Orleans	.....	2,454,128	889	356,268	1,296	56,928	3,868,540	612,290
Puget Sound.	228,316	1,561	2,226	1,128,467	1,200	91	9,470,012	1,630,555
San Francisco	7,841,873	80,057	432	11,554	.....	512,123	8,454,795	1,090,876
Willamette	593,512	.....	.....	663,963	1,362	.....	5,021,667	691,471
Chicago.....	.....	500,980	.....	194,100	.....	323,870	19,955,526	36,393
Duluth.....	.....	.....	118	.....	.....	.....	128,000	84,864
Superior.....	.....	21,284	881	230,750	.....	191,000	8,816,457	435,721
Other Districts	97,191	2,017,589	17,051	165,574	250,567	117,740	2,534,645	485,950
Total 1902..	8,712,874	18,723,960	256,361	5,976,703	67,373,534	4,855,264	129,466,280	18,328,767
Total 1901..	8,666,110	102,859,089	680,340	25,929,043	74,388,316	2,617,870	179,201,418	19,352,830

CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1902.

MILLERS.	NAME OF MILL.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner.	Southern.....	2,000	210,714	43,082	.....
Flanagan & Co....	Pearl Hominy....	1,500	.....	.....	.....
H. B. Eggers & Co..	Meramec.....	.....	.....	.....	1,075
Rock Springs Milling Co..	Rock Springs.....	.....	15,000	85,000	5,000
Total 1902.....	.....	.....	225,714	78,082	6,075
Total 1901.....	.....	.....	161,233	56,570	2,750
Total 1900.....	.....	.....	177,230	41,630	2,300
Total 1899.....	.....	.....	272,643	77,400	2,400
Total 1898.....	.....	.....	297,808	96,416	3,450
Total 1897.....	.....	.....	468,171	107,790	19,300
Total 1896.....	.....	.....	259,655	109,689	.....
Total 1895.....	.....	.....	365,771	196,578	4,924
Total 1894.....	.....	.....	436,756	204,859	2,500
Total 1893.....	.....	.....	339,660	124,578	2,500
Total 1892.....	.....	.....	411,179	122,557	6,049
Total 1891.....	.....	.....	555,747	150,144	6,304
Total 1890.....	.....	.....	600,730	164,559	5,052

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1890.....	36,375	593,516	100,376
1891.....	45,914	486,563	107,608
1892.....	95,333	378,330	87,430
1893.....	94,396	366,837	56,723
1894.....	125,035	396,083	78,684
1895.....	85,380	236,439	60,306
1896.....	78,495	216,708	54,590
1897.....	147,753	412,401	63,389
1898.....	183,570	881,839	83,474
1899.....	123,125	656,180	118,743
1900.....	250,335	325,879	95,855
1901.....	249,050	343,674	91,614
1902.....	202,225	220,485	72,817

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1901 AND 1902.

1902.		1901.	1902.		1901.
January.....	3.10@3.25	2.00@2.05	July.....	3.05@3.15	2.85@2.85
February.....	3.10	2.05	August.....	2.90 8.05	2.85 8.10
March.....	3.10	2.05 2.10	September.....	2.90	2.90
April.....	3.10 3.15	2.10 2.25	October.....	2.70 2.90	2.90
May.....	3.15	2.25 2.80	November.....	2.40 2.70	2.90 8.10
June.....	3.15	2.80	December.....	2.80 2.40	3.10 3.25

OAT MEAL, MANUFACTURED.

Stable Cereal Mills, 1891.....	30,102 bbls.
" " " 1892.....	28,080 "
" " " 1893.....	20,000 "
" " " 1894.....	30,000 "
" " " 1895.....	35,722 "
" " " 1896.....	35,000 "
" " " 1897.....	30,000 "
" " " 1898.....	25,000 "
" " " 1899.....	25,000 "
" " " 1900.....	25,000 "
" " " 1901.....	28,000 "
" " " 1902.....	36,000 "

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1902	1,250,260	358	1902	1,206,460	821
1901	740,083	438	1901	841,685	1,552
1900	848,080	400	1900	1,078,887	808
1899	1,035,842	469	1899	986,685	1,260
1898	676,911	562	1898	579,690	899
1897	306,795	464	1897	651,309	662
1896	537,983	479	1896	1,000,575	446
1895	434,868	267	1895	707,767	340
1894	390,111	490	1894	763,458	859
1893	378,849	633	1893	745,098	1,011
1892	858,152	842	1892	746,046	765
1891	220,668	941	1891	866,581	908
1890	149,432	905	1890	891,539	786
1889	146,010	940	1889	814,474	889
1888	171,146	860	1888	622,660	558
1887	102,548	802	1887	767,866	286
1886	110,763	366	1886	890,386	335
1885	176,692	847	1885	800,881	906
1884	198,700	867	1884	711,571	1,699
1883	223,686	1,032	1883	686,498	1,861
1882	244,814	1,131	1882	580,115	1,984
1881	143,753	644	1881	602,108	1,238
1880	128,374	447	1880	539,443	1,386
1879	118,006	463	1879	499,481	1,186
1878	148,844	336	1878	680,565	1,068

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED
AND SHIPSTUFFS FOR 1902.

MONTHS.	BRAN,		MIXED FEED,		SHIPSTUFFS,	
	PER 100 LBS.		PER 100 LBS.		PER 100 LBS.	
	Ots.		Ots.		Ots.	
January	90	@1.10	97	@1.10	1.00	@1.20
February	89	92	85	97	97	1.05
March	85	92	87	92	98	1.02
April	85	98	85	98	94	1.00
May	85	94	90	98	1.00	1.05
June	77	90	80	85	95	1.00
July	76	85	80	91	1.00	1.05
August	60	75	65	80	90	1.00
September	62½	70½	66	75½	80	1.00
October	65	76	72	75	87	1.00
November	68	72	69	74	70	90
December	69	75	71	78	73	89

DAILY RANGE DURING JANUARY, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902	WHEAT.				CORN.				OATS.				R.YE.
	No. 2 RED	JAN.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.		
2	88 @ 80	ask 87	ask 86 1/2 @ 87 1/2	80 3/4 @ 81	66 1/2 @ 67	68 1/2 @ 68 1/2	67 1/2 @ 68 1/2	48 1/2 @ 48 1/2	47 1/2 @ 48 1/2	43 1/2 @ 43 1/2	bid 67	nom	
3	88 1/2	ask 87 1/2	87 1/2	80 3/4 @ 81	67 1/2	68 1/2	67 1/2	48 1/2	47 1/2	43 1/2	bid 67	nom	
4	89 1/2	ask 88	88 1/2	81 1/2	67 1/2	68 1/2	67 1/2	48 1/2	47 1/2	43 1/2	bid 67	nom	
5	90	ask 88 1/2	88 1/2	81 1/2	68 1/2	69 1/2	68 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
6	91	ask 89	89	82 1/2	68 1/2	69 1/2	68 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
7	92	ask 89 1/2	89 1/2	82 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
8	93	ask 90	90	83 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
9	94	ask 90 1/2	90 1/2	83 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
10	95	ask 91	91	84 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
11	96	ask 91 1/2	91 1/2	84 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
12	97	ask 92	92	85 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
13	98	ask 92 1/2	92 1/2	85 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
14	99	ask 93	93	86 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
15	100	ask 93 1/2	93 1/2	86 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
16	101	ask 94	94	87 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
17	102	ask 94 1/2	94 1/2	87 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
18	103	ask 95	95	88 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
19	104	ask 95 1/2	95 1/2	88 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
20	105	ask 96	96	89 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
21	106	ask 96 1/2	96 1/2	89 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
22	107	ask 97	97	90 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
23	108	ask 97 1/2	97 1/2	90 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
24	109	ask 98	98	91 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
25	110	ask 98 1/2	98 1/2	91 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
26	111	ask 99	99	92 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
27	112	ask 99 1/2	99 1/2	92 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
28	113	ask 100	100	93 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
29	114	ask 100 1/2	100 1/2	93 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
30	115	ask 101	101	94 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
31	116	ask 101 1/2	101 1/2	94 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
32	117	ask 102	102	95 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
33	118	ask 102 1/2	102 1/2	95 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
34	119	ask 103	103	96 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
35	120	ask 103 1/2	103 1/2	96 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
36	121	ask 104	104	97 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
37	122	ask 104 1/2	104 1/2	97 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
38	123	ask 105	105	98 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
39	124	ask 105 1/2	105 1/2	98 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
40	125	ask 106	106	99 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
41	126	ask 106 1/2	106 1/2	99 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
42	127	ask 107	107	100 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
43	128	ask 107 1/2	107 1/2	100 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
44	129	ask 108	108	101 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
45	130	ask 108 1/2	108 1/2	101 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
46	131	ask 109	109	102 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
47	132	ask 109 1/2	109 1/2	102 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
48	133	ask 110	110	103 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
49	134	ask 110 1/2	110 1/2	103 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
50	135	ask 111	111	104 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
51	136	ask 111 1/2	111 1/2	104 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
52	137	ask 112	112	105 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
53	138	ask 112 1/2	112 1/2	105 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
54	139	ask 113	113	106 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
55	140	ask 113 1/2	113 1/2	106 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
56	141	ask 114	114	107 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
57	142	ask 114 1/2	114 1/2	107 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
58	143	ask 115	115	108 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
59	144	ask 115 1/2	115 1/2	108 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
60	145	ask 116	116	109 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
61	146	ask 116 1/2	116 1/2	109 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
62	147	ask 117	117	110 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
63	148	ask 117 1/2	117 1/2	110 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
64	149	ask 118	118	111 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
65	150	ask 118 1/2	118 1/2	111 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
66	151	ask 119	119	112 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
67	152	ask 119 1/2	119 1/2	112 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
68	153	ask 120	120	113 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
69	154	ask 120 1/2	120 1/2	113 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
70	155	ask 121	121	114 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
71	156	ask 121 1/2	121 1/2	114 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
72	157	ask 122	122	115 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
73	158	ask 122 1/2	122 1/2	115 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
74	159	ask 123	123	116 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
75	160	ask 123 1/2	123 1/2	116 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
76	161	ask 124	124	117 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
77	162	ask 124 1/2	124 1/2	117 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
78	163	ask 125	125	118 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
79	164	ask 125 1/2	125 1/2	118 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
80	165	ask 126	126	119 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
81	166	ask 126 1/2	126 1/2	119 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
82	167	ask 127	127	120 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
83	168	ask 127 1/2	127 1/2	120 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
84	169	ask 128	128	121 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
85	170	ask 128 1/2	128 1/2	121 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
86	171	ask 129	129	122 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
87	172	ask 129 1/2	129 1/2	122 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
88	173	ask 130	130	123 1/2	69 1/2	70 1/2	69 1/2	49 1/2	48 1/2	43 1/2	bid 67	nom	
89	174	ask 130 1/											

DAILY RANGE DURING FEBRUARY, 1902, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902	WHEAT.			CORN.			OATS.			R.YE.	
	No. 2 Red.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	
1.....	87 1/2	86 1/2	85 1/2	63	64 1/2	64 1/2	47	45 1/2	88 1/2	ask	61
2.....	88	87 1/2	87 1/2	63 1/2	65	65 1/2	48	46	89 1/2	bid	62
3.....	88 1/2	88 1/2	88 1/2	63 1/2	65 1/2	65 1/2	48 1/2	46 1/2	90 1/2	nom	63
4.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	91 1/2	nom	63 1/2
5.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	92 1/2	nom	63 1/2
6.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	93 1/2	nom	63 1/2
7.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	94 1/2	nom	63 1/2
8.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	95 1/2	nom	63 1/2
9.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	96 1/2	nom	63 1/2
10.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	97 1/2	nom	63 1/2
11.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	98 1/2	nom	63 1/2
12.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	99 1/2	nom	63 1/2
13.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	100 1/2	nom	63 1/2
14.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	101 1/2	nom	63 1/2
15.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	102 1/2	nom	63 1/2
16.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	103 1/2	nom	63 1/2
17.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	104 1/2	nom	63 1/2
18.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	105 1/2	nom	63 1/2
19.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	106 1/2	nom	63 1/2
20.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	107 1/2	nom	63 1/2
21.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	108 1/2	nom	63 1/2
22.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	109 1/2	nom	63 1/2
23.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	110 1/2	nom	63 1/2
24.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	111 1/2	nom	63 1/2
25.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	112 1/2	nom	63 1/2
26.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	113 1/2	nom	63 1/2
27.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	114 1/2	nom	63 1/2
28.....	89 1/2	89 1/2	89 1/2	63 1/2	65 1/2	65 1/2	49 1/2	47 1/2	115 1/2	nom	63 1/2

THE CITY OF ST. LOUIS.

**DAILY RANGE DURING MARCH, 1902, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.**

1902	WHEAT.			CORN.			OATS.			R.YE.	
	No. 2 RED.	MAY.	JULY.	No. 2.	MAY.	JULY.	SEPT.	No. 2.	MAY.	JULY.	No. 2.
1.....	84 1/2 @	82 1/2	76 @	62	61 1/2	62 1/2	61 1/2 @	44 1/2	45 1/2	36	61 1/2 nom
2.....	85	82 1/2	75 1/2	61	60 1/2	61 1/2	60 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
3.....	85 1/2	83 1/2	75 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
4.....	85 1/2	83 1/2	76 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
5.....	85 1/2	83 1/2	76 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
6.....	86	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
7.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
8.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
9.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
10.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
11.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
12.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
13.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
14.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
15.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
16.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
17.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
18.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
19.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
20.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
21.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
22.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
23.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
24.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
25.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
26.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
27.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
28.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
29.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
30.....	86 1/2	84 1/2	77 1/2	61	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom
31.....	86 1/2	84 1/2	77 1/2	60 1/2	61 1/2	62 1/2	61 1/2	44 1/2	44 1/2	35 1/2	61 1/2 nom

DAILY RANGE DURING APRIL, 1902, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902.	WHEAT.			CORN.				OATS.				R.YE.	
	No. 2 RED.	MAY.	JULY.	No. 2.	MAY.	JULY.	SEPT.	No. 2.	MAY.	JULY.	SEPT.	No. 2.	
1.....	71½ @ 78	77	70 @ 70½	60	59½ @ 59½	61 @ 61	58	48½ @ 48½	42	bid 52½	29	nom 58	58
2.....	71½ 78½	77½	70½ 70½	61	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
3.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	ask 58½	ask 58	58
4.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
5.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
6.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
7.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
8.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
9.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
10.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
11.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
12.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
13.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
14.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
15.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
16.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
17.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
18.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
19.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
20.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
21.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
22.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
23.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
24.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
25.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
26.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
27.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
28.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
29.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58
30.....	71½ 78½	77½	70½ 70½	61½	59½ 59½	61 59½	59	48½ 48½	42½	bid 52½	nom 58½	nom 58	58

THE CITY OF ST. LOUIS.

DAILY RANGE DURING MAY, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902.	WHEAT.				CORN.				OATS.			RYE.	
	No. 2 RED.	MAY.	JULY.	SEPT.	No. 2.	MAY.	JULY.	SEPT.	No. 2.	MAY.	JULY.	No. 2.	RYE.
1...	82½ @ 83	78¾ @ 79¾	74½ @ 76¾	.....	66	63¾ @ 64 n	64½ @ 64½	62½ @ 61½	45	42½ @ 43	34	59 @ 60 n	
2...	82½	78¾	75¾	.....	65	62¾	63	61¾	45	42¾	ask 34	60	
3...	84	83¾	75¾	.....	65	62¾	63	61¾	44½	42¾	ask 34	60 nom	
4...	82½	78¾	74½	.....	65	62¾	63	61¾	44½	42¾	ask 34	60 nom	
5...	82½	78¾	73¾	.....	63	60¾	61¾	59¾	44½	41¾	ask 33	59 nom	
6...	81	77¾	72¾	.....	63	60¾	61¾	59¾	44½	41¾	ask 33	60	
7...	81	77¾	72¾	.....	63	60¾	61¾	59¾	44½	41¾	ask 33	60	
8...	81½	76¾	71¾	.....	63	60¾	61¾	59¾	44½	41¾	ask 33	60	
9...	81½	76¾	71¾	.....	63	60¾	61¾	59¾	44½	41¾	ask 33	60	
10...	81½	76¾	71¾	.....	63	60¾	61¾	59¾	44½	41¾	ask 33	60	
11...	82	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
12...	82	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
13...	82½	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
14...	82½	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
15...	82½	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
16...	82½	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
17...	81½	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
18...	81½	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
19...	81½	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
20...	81	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
21...	81	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
22...	81	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
23...	81	78¾	74½	.....	65	62¾	63	60¾	44	43	ask 34	60	
24...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	
25...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	
26...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	
27...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	
28...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	
29...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	
30...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	
31...	79¾	78¾	74½	.....	64	61¾	62¾	59¾	43	42½	ask 33	ask	

DAILY RANGE DURING JUNE, 1902, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE, AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

892.	WHEAT.				CORN.				OATS.			RYE.
	No. 2 Red.	JULY.	SEPT.	DEC.	No. 2.	JULY.	SEPT.	DEC.	No. 2.	JULY.	SEPT.	No. 2.
2... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
3... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
4... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
5... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
6... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
7... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
8... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
9... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
10... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
11... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
12... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
13... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
14... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
15... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
16... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
17... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
18... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
19... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
20... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
21... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
22... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
23... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
24... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
25... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
26... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
27... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
28... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
29... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41
30... 76 1/2 @ 69 1/2 68 3/4 @ 69 1/2 70 bid 62 1/2 @ 63 1/2 60 1/2 @ 61 1/2 55 1/2 @ 56 1/2 40 1/2 @ 41	76 1/2	69 1/2	68 3/4	69 1/2	62 1/2	63 1/2	60 1/2	61 1/2	55 1/2	56 1/2	40 1/2	41

* New wheat sold from 70¢@74¢ (first cars—11th and 18th), down later to 71¢, up to 78¢@74¢.

TRADE AND COMMERCE OF

DAILY RANGE DURING JULY, 1902, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902	WHEAT.				CORN.				OATS.				RYE.	
	JULY.		SEPT.		JULY.		SEPT.		JULY.		SEPT.		No. 2.	
	No. 3 RED.	No. 2.	No. 3 RED.	No. 2.	No. 3 RED.	No. 2.	No. 3 RED.	No. 2.	No. 3 RED.	No. 2.	No. 3 RED.	No. 2.	No. 3 RED.	No. 2.
1.....	75 1/2 @	75 1/2	75 1/2 @	75 1/2	66 1/2	66 1/2	66 1/2 @	66 1/2	44 1/2	44 1/2	44 1/2 @	44 1/2	60	nom
2.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
3.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
4.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
5.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
6.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
7.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
8.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
9.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
10.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
11.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
12.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
13.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
14.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
15.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
16.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
17.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
18.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
19.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
20.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
21.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
22.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
23.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
24.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
25.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
26.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
27.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
28.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
29.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
30.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom
31.....	74 1/2	74 1/2	74 1/2	74 1/2	65 1/2	65 1/2	65 1/2	65 1/2	43 1/2	43 1/2	43 1/2	43 1/2	60	nom

* Old No. 2 Red sold at 81@80c to 77@78c early down to 80c.

† New Oats sold from 52c on the 16th down later to 50 1/2@40c to 54@53 1/2.

DAILY RANGE DURING AUGUST, 1902, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

173

1902.	WHEAT.				CORN.				OATS.				RYE.	
	No. 2 RED.	SEPT.	DEC.	MAY.	No. 2	SEPT.	DEC.	YEAR.	No. 2	SEPT.	DEC.	No. 2		No. 2
1...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	52 1/2 @ 53 1/2	26 1/2 @ 27 1/2	...	55	nom	55
2...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	53 1/2 @ 54 1/2	27 1/2 @ 28 1/2	...	56	nom	56
3...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	54 1/2 @ 55 1/2	28 1/2 @ 29 1/2	...	57	nom	57
4...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	55 1/2 @ 56 1/2	29 1/2 @ 30 1/2	...	58	nom	58
5...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	56 1/2 @ 57 1/2	30 1/2 @ 31 1/2	...	59	nom	59
6...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	57 1/2 @ 58 1/2	31 1/2 @ 32 1/2	...	60	nom	60
7...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	58 1/2 @ 59 1/2	32 1/2 @ 33 1/2	...	61	nom	61
8...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	59 1/2 @ 60 1/2	33 1/2 @ 34 1/2	...	62	nom	62
9...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	60 1/2 @ 61 1/2	34 1/2 @ 35 1/2	...	63	nom	63
10...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	61 1/2 @ 62 1/2	35 1/2 @ 36 1/2	...	64	nom	64
11...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	62 1/2 @ 63 1/2	36 1/2 @ 37 1/2	...	65	nom	65
12...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	63 1/2 @ 64 1/2	37 1/2 @ 38 1/2	...	66	nom	66
13...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	64 1/2 @ 65 1/2	38 1/2 @ 39 1/2	...	67	nom	67
14...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	65 1/2 @ 66 1/2	39 1/2 @ 40 1/2	...	68	nom	68
15...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	66 1/2 @ 67 1/2	40 1/2 @ 41 1/2	...	69	nom	69
16...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	67 1/2 @ 68 1/2	41 1/2 @ 42 1/2	...	70	nom	70
17...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	68 1/2 @ 69 1/2	42 1/2 @ 43 1/2	...	71	nom	71
18...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	69 1/2 @ 70 1/2	43 1/2 @ 44 1/2	...	72	nom	72
19...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	70 1/2 @ 71 1/2	44 1/2 @ 45 1/2	...	73	nom	73
20...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	71 1/2 @ 72 1/2	45 1/2 @ 46 1/2	...	74	nom	74
21...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	72 1/2 @ 73 1/2	46 1/2 @ 47 1/2	...	75	nom	75
22...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	73 1/2 @ 74 1/2	47 1/2 @ 48 1/2	...	76	nom	76
23...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	74 1/2 @ 75 1/2	48 1/2 @ 49 1/2	...	77	nom	77
24...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	75 1/2 @ 76 1/2	49 1/2 @ 50 1/2	...	78	nom	78
25...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	76 1/2 @ 77 1/2	50 1/2 @ 51 1/2	...	79	nom	79
26...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	77 1/2 @ 78 1/2	51 1/2 @ 52 1/2	...	80	nom	80
27...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	78 1/2 @ 79 1/2	52 1/2 @ 53 1/2	...	81	nom	81
28...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	79 1/2 @ 80 1/2	53 1/2 @ 54 1/2	...	82	nom	82
29...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	80 1/2 @ 81 1/2	54 1/2 @ 55 1/2	...	83	nom	83
30...	66 1/2 @ 67 1/2	65 1/2 @ 66 1/2	64 1/2 @ 65 1/2	71 1/2	60 @ 60 1/2 n	49 1/2 @ 49 3/4	57 1/2 @ 57 1/2	...	81 1/2 @ 82 1/2	55 1/2 @ 56 1/2	...	84	nom	84

MAY Corn sold at from 57 1/2 c. down to 56 1/2 c.

DAILY RANGE DURING SEPTEMBER, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

WHEAT.				CORN.				OATS.				RYE.
No. 2 RED.	SEPT.	DEC.	MAY.	No. 2.	SEPT.	DEC.	MAY.	No. 2.	SEPT.	DEC.	No. 2.	No. 2.
2... 66	@ 67	63 1/2	65 1/2	54 1/2 @	54 1/2 @	54 1/2 @	54 1/2 @	29 1/2 @	29 1/2 @	29 1/2 @	50 1/2 @	51
3... 67	67 1/2	63 1/2	65 1/2	55 1/2	55 1/2	55 1/2	55 1/2	30	30 1/2	30 1/2	50 1/2	50 1/2
4... 67 1/2	67 1/2	63 1/2	65 1/2	56 1/2	56 1/2	56 1/2	56 1/2	31	31	31	50 1/2	50 1/2
5... 67 1/2	67 1/2	63 1/2	65 1/2	57 1/2	57 1/2	57 1/2	57 1/2	32	32	32	50 1/2	50 1/2
6... 67 1/2	67 1/2	63 1/2	65 1/2	58 1/2	58 1/2	58 1/2	58 1/2	33	33	33	50 1/2	50 1/2
7... 67 1/2	67 1/2	63 1/2	65 1/2	59 1/2	59 1/2	59 1/2	59 1/2	34	34	34	50 1/2	50 1/2
8... 67 1/2	67 1/2	63 1/2	65 1/2	60 1/2	60 1/2	60 1/2	60 1/2	35	35	35	50 1/2	50 1/2
9... 67 1/2	67 1/2	63 1/2	65 1/2	61 1/2	61 1/2	61 1/2	61 1/2	36	36	36	50 1/2	50 1/2
10... 67 1/2	67 1/2	63 1/2	65 1/2	62 1/2	62 1/2	62 1/2	62 1/2	37	37	37	50 1/2	50 1/2
11... 67 1/2	67 1/2	63 1/2	65 1/2	63 1/2	63 1/2	63 1/2	63 1/2	38	38	38	50 1/2	50 1/2
12... 67 1/2	67 1/2	63 1/2	65 1/2	64 1/2	64 1/2	64 1/2	64 1/2	39	39	39	50 1/2	50 1/2
13... 67 1/2	67 1/2	63 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	40	40	40	50 1/2	50 1/2
14... 67 1/2	67 1/2	63 1/2	65 1/2	66 1/2	66 1/2	66 1/2	66 1/2	41	41	41	50 1/2	50 1/2
15... 67 1/2	67 1/2	63 1/2	65 1/2	67 1/2	67 1/2	67 1/2	67 1/2	42	42	42	50 1/2	50 1/2
16... 67 1/2	67 1/2	63 1/2	65 1/2	68 1/2	68 1/2	68 1/2	68 1/2	43	43	43	50 1/2	50 1/2
17... 67 1/2	67 1/2	63 1/2	65 1/2	69 1/2	69 1/2	69 1/2	69 1/2	44	44	44	50 1/2	50 1/2
18... 67 1/2	67 1/2	63 1/2	65 1/2	70 1/2	70 1/2	70 1/2	70 1/2	45	45	45	50 1/2	50 1/2
19... 67 1/2	67 1/2	63 1/2	65 1/2	71 1/2	71 1/2	71 1/2	71 1/2	46	46	46	50 1/2	50 1/2
20... 67 1/2	67 1/2	63 1/2	65 1/2	72 1/2	72 1/2	72 1/2	72 1/2	47	47	47	50 1/2	50 1/2
21... 67 1/2	67 1/2	63 1/2	65 1/2	73 1/2	73 1/2	73 1/2	73 1/2	48	48	48	50 1/2	50 1/2
22... 67 1/2	67 1/2	63 1/2	65 1/2	74 1/2	74 1/2	74 1/2	74 1/2	49	49	49	50 1/2	50 1/2
23... 67 1/2	67 1/2	63 1/2	65 1/2	75 1/2	75 1/2	75 1/2	75 1/2	50	50	50	50 1/2	50 1/2
24... 67 1/2	67 1/2	63 1/2	65 1/2	76 1/2	76 1/2	76 1/2	76 1/2	51	51	51	50 1/2	50 1/2
25... 67 1/2	67 1/2	63 1/2	65 1/2	77 1/2	77 1/2	77 1/2	77 1/2	52	52	52	50 1/2	50 1/2
26... 67 1/2	67 1/2	63 1/2	65 1/2	78 1/2	78 1/2	78 1/2	78 1/2	53	53	53	50 1/2	50 1/2
27... 67 1/2	67 1/2	63 1/2	65 1/2	79 1/2	79 1/2	79 1/2	79 1/2	54	54	54	50 1/2	50 1/2
28... 67 1/2	67 1/2	63 1/2	65 1/2	80 1/2	80 1/2	80 1/2	80 1/2	55	55	55	50 1/2	50 1/2
29... 67 1/2	67 1/2	63 1/2	65 1/2	81 1/2	81 1/2	81 1/2	81 1/2	56	56	56	50 1/2	50 1/2
30... 67 1/2	67 1/2	63 1/2	65 1/2	82 1/2	82 1/2	82 1/2	82 1/2	57	57	57	50 1/2	50 1/2

MAY Oats sold during September at from 29 1/2c. off to 29 1/2c. up to 29 1/2c. bid, down to 29 1/2c.

DAILY RANGE DURING OCTOBER, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

175

1902	WHEAT.			CORN.			OATS.			R.YE.	
	No. 2 Red.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	No. 2.
1.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
2.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
3.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
4.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
5.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
6.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
7.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
8.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
9.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
10.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
11.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
12.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
13.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
14.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
15.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
16.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
17.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
18.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
19.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
20.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
21.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
22.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
23.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
24.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
25.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
26.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
27.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
28.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
29.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
30.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @
31.....	67 1/2 @	68 1/2 @	67 1/2 @	67 1/2 @	68 1/2 @	68 1/2 @	30 @	28 1/2 @	29 1/2 @	48 @	48 1/2 @

* New No. 2 sold at 46c (first of season) up to 46 1/2 @ 47c.

DAILY RANGE DURING NOVEMBER, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902.	WHEAT.				CORN.				OATS.			RYE.	
	No. 2 RED.		DEC.		No. 2.		DEC.		No. 2.		DEC.		No. 2.
1.	69 1/2 @	70	68 1/2 @	72	47 1/2 @	48	39 1/2 @	40 1/2	29 1/2 @	29 1/2	29 1/2	48	48 1/2
2.	69	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
3.	69	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
4.	69 1/2	71	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
5.	69	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
6.	69 1/2	71	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
7.	69	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
8.	69	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
9.	69	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
10.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
11.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
12.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
13.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
14.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
15.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
16.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
17.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
18.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
19.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
20.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
21.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
22.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
23.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
24.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
25.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
26.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
27.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
28.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48
29.	69 1/2	70 1/2	68 1/2	71 1/2	47 1/2	48 1/2	39 1/2	40 1/2	29 1/2	29 1/2	29 1/2	48	48

DAILY RANGE DURING DECEMBER, 1902, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1902	WHEAT.				CORN.				OATS.			RYE.				
	No. 2 RED.		DEC.		MAY.		JULY.		No. 2.		DEC.		MAY.		No. 2.	
	No. 2 RED.	DEC.	MAY.	JULY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	RYE.	
1.....	69	@ 70	67 1/2	70 1/2	48 1/2 @	44 1/2	39	52	81	81 1/2	81	81 1/2	81 1/2 @ 81 1/2	47	48	
2.....	69	70 1/2	68 1/2	71	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
3.....	69	70 1/2	68 1/2	71	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
4.....	70	70 1/2	68 1/2	71	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
5.....	70	70 1/2	68 1/2	71	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
6.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
7.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
8.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
9.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
10.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
11.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
12.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
13.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
14.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
15.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
16.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
17.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
18.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
19.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
20.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
21.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
22.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
23.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
24.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
25.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
26.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
27.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
28.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
29.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
30.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
31.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
32.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
33.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
34.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
35.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
36.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
37.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
38.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
39.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
40.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
41.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
42.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
43.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
44.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
45.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
46.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
47.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
48.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
49.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
50.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
51.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
52.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
53.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
54.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
55.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
56.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
57.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
58.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
59.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
60.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
61.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
62.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
63.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
64.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
65.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
66.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
67.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
68.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
69.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
70.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
71.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
72.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
73.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	48	48 1/2	
74.....	70	71 1/2	68 1/2	72	45 1/2	46 1/2	39 1/2	52 1/2	81 1/2							

THE CITY OF ST. LOUIS.

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS AND EAST
ST. LOUIS DURING THE YEAR 1902.

1902.	WINTER WHEAT.												SPRING WHEAT.								Total Cars.
	Red.						Hard Winter.			White Winter.			Mixed.								
	2	3	4	Ref'ted Wheat.	No Grade.		2	3	4	2	3	4	2	3	4	2	3				
CARS BY RAIL.																					
January ...	166	10	7	8	8	192	24	1	6	1	..	6	49	8	2	5	488				
February...	227	80	9	4	1	805	5	2	..	..	..	5	36	2	1	...	624	
March.....	285	89	15	7	2	895	78	2	5	2	..	5	88	...	4	19	887				
April.....	294	28	8	.....	9	208	19	8	...	...	...	1	62	8	24	26	680
May.....	582	15	9	1	4	501	18	...	...	1	...	9	113	18	5	2	1,276		
June.....	428	66	18	6	24	225	11	1	...	...	...	5	40	...	11	5	840	
July.....	814	8,115	1,884	185	68	78	58	...	...	7	10	4	4	...	21	19	5,710		
August.....	647	8,783	1,588	815	252	78	188	1	2	8	11	...	9	...	4	13	6,794				
September..	671	1,907	1,129	286	174	205	801	25	2	6	10	...	16	...	2	20	4,804				
October.....	445	1,728	887	200	45	247	481	79	1	8	4	7	10	1	4	18	4,108				
November..	441	1,581	726	196	34	188	587	45	...	12	2	80	20	4	8	8	8,880				
December..	204	598	620	78	5	78	285	22	...	1	...	51	81	1	....	4	1,620			
Totals	5,104	12,900	5,965	1,281	619	2,685	1,878	179	14	46	87	120	428	87	81	189	31,466				

SACK WHEAT INSPECTED.

	Sacks.
No. 2 Red Wheat.....	325,098
No. 3 ".....	460,541
No. 4 ".....	218,098
Rejected Wheat.....	42,586
No Grade.....	20,941
Total Sacks.....	1,067,268

	Cars.	Sacks.
Inspections—West Side.....	28,918	665,890
" East Side	7,588	401,818

GRAIN INSPECTION.

REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1902.

1902. CARs.	CORN.										OATS.					RYE.			
	White.					Yellow.					Mixed.					Total.			
	No.					No.					No.					No.			
	2	3	4	5	6	3	4	5	6	7	2	3	4	5	6	2	3	4	5
January.....	128	886	1	189	280	889	1,898	187	2	2,722	123	898	287	886	49	1,145	18	4	17
February.....	46	189	5	85	88	85	843	81	.....	850	108	243	147	225	27	758	27	.....	80
March.....	64	189	15	44	87	108	249	24	.....	773	82	252	210	167	53	1	.....	8	9
April.....	88	188	1	66	123	94	186	24	.....	750	87	189	114	126	22	1	.....	2	.....
May.....	81	218	.....	52	176	185	281	30	.....	1,086	142	228	181	282	64	5	.....	4	.....
June.....	100	98	2	19	44	146	114	11	10	841	140	195	105	181	181	611	14	.....	11
July.....	89	46	4	8	8	586	172	16	2	871	12	74	70	112	289	1	.....	4	.....
August.....	85	84	84	2	2	57	123	15	5	857	15	92	181	101	519	8	.....	2	.....
September.....	72	167	87	19	15	81	120	18	34	516	18	106	881	172	419	1	.....	3	.....
October.....	22	69	9	.....	.....	19	286	1,117	68	845	18	148	488	279	488	84	.....	7	.....
November.....	61	188	9	.....	.....	8	19	8	.....	1,771	2	82	881	78	188	1	.....	69	.....
December.....	226	298	28	12	89	1,890	1,786	160	5	4,068	714	1,968	2,546	2,120	2,862	1,893	152	31	186
Total cars.....	987	2,081	148	427	888	8,628	5,864	541	86	14,576	714	1,968	2,546	2,120	2,862	11,264	598	882	15

SACKS CORN INSPECTED.

No.	Sacks.	No.	Sacks.
No. 2 Corn.....	7,891	No. 2 Oats.....	8,089
No. 3 ".....	8,246	No. 3 ".....	8,089
No. 4 ".....	16,726	No. 4 ".....	8,089
No. 5 ".....	8,089	No. 5 ".....	8,089
No. 6 ".....	8,089	No. 6 ".....	8,089
No. 7 ".....	8,089	No. 7 ".....	8,089
No. 8 ".....	8,089	No. 8 ".....	8,089
No. 9 ".....	8,089	No. 9 ".....	8,089
No. 10 ".....	8,089	No. 10 ".....	8,089
No. 11 ".....	8,089	No. 11 ".....	8,089
No. 12 ".....	8,089	No. 12 ".....	8,089
No. 13 ".....	8,089	No. 13 ".....	8,089
No. 14 ".....	8,089	No. 14 ".....	8,089
No. 15 ".....	8,089	No. 15 ".....	8,089
No. 16 ".....	8,089	No. 16 ".....	8,089
No. 17 ".....	8,089	No. 17 ".....	8,089
No. 18 ".....	8,089	No. 18 ".....	8,089
No. 19 ".....	8,089	No. 19 ".....	8,089
No. 20 ".....	8,089	No. 20 ".....	8,089
No. 21 ".....	8,089	No. 21 ".....	8,089
No. 22 ".....	8,089	No. 22 ".....	8,089
No. 23 ".....	8,089	No. 23 ".....	8,089
No. 24 ".....	8,089	No. 24 ".....	8,089
No. 25 ".....	8,089	No. 25 ".....	8,089
No. 26 ".....	8,089	No. 26 ".....	8,089
No. 27 ".....	8,089	No. 27 ".....	8,089
No. 28 ".....	8,089	No. 28 ".....	8,089
No. 29 ".....	8,089	No. 29 ".....	8,089
No. 30 ".....	8,089	No. 30 ".....	8,089
No. 31 ".....	8,089	No. 31 ".....	8,089
No. 32 ".....	8,089	No. 32 ".....	8,089
No. 33 ".....	8,089	No. 33 ".....	8,089
No. 34 ".....	8,089	No. 34 ".....	8,089
No. 35 ".....	8,089	No. 35 ".....	8,089
No. 36 ".....	8,089	No. 36 ".....	8,089
No. 37 ".....	8,089	No. 37 ".....	8,089
No. 38 ".....	8,089	No. 38 ".....	8,089
No. 39 ".....	8,089	No. 39 ".....	8,089
No. 40 ".....	8,089	No. 40 ".....	8,089
No. 41 ".....	8,089	No. 41 ".....	8,089
No. 42 ".....	8,089	No. 42 ".....	8,089
No. 43 ".....	8,089	No. 43 ".....	8,089
No. 44 ".....	8,089	No. 44 ".....	8,089
No. 45 ".....	8,089	No. 45 ".....	8,089
No. 46 ".....	8,089	No. 46 ".....	8,089
No. 47 ".....	8,089	No. 47 ".....	8,089
No. 48 ".....	8,089	No. 48 ".....	8,089
No. 49 ".....	8,089	No. 49 ".....	8,089
No. 50 ".....	8,089	No. 50 ".....	8,089
No. 51 ".....	8,089	No. 51 ".....	8,089
No. 52 ".....	8,089	No. 52 ".....	8,089
No. 53 ".....	8,089	No. 53 ".....	8,089
No. 54 ".....	8,089	No. 54 ".....	8,089
No. 55 ".....	8,089	No. 55 ".....	8,089
No. 56 ".....	8,089	No. 56 ".....	8,089
No. 57 ".....	8,089	No. 57 ".....	8,089
No. 58 ".....	8,089	No. 58 ".....	8,089
No. 59 ".....	8,089	No. 59 ".....	8,089
No. 60 ".....	8,089	No. 60 ".....	8,089
No. 61 ".....	8,089	No. 61 ".....	8,089
No. 62 ".....	8,089	No. 62 ".....	8,089
No. 63 ".....	8,089	No. 63 ".....	8,089
No. 64 ".....	8,089	No. 64 ".....	8,089
No. 65 ".....	8,089	No. 65 ".....	8,089
No. 66 ".....	8,089	No. 66 ".....	8,089
No. 67 ".....	8,089	No. 67 ".....	8,089
No. 68 ".....	8,089	No. 68 ".....	8,089
No. 69 ".....	8,089	No. 69 ".....	8,089
No. 70 ".....	8,089	No. 70 ".....	8,089
No. 71 ".....	8,089	No. 71 ".....	8,089
No. 72 ".....	8,089	No. 72 ".....	8,089
No. 73 ".....	8,089	No. 73 ".....	8,089
No. 74 ".....	8,089	No. 74 ".....	8,089
No. 75 ".....	8,089	No. 75 ".....	8,089
No. 76 ".....	8,089	No. 76 ".....	8,089
No. 77 ".....	8,089	No. 77 ".....	8,089
No. 78 ".....	8,089	No. 78 ".....	8,089
No. 79 ".....	8,089	No. 79 ".....	8,089
No. 80 ".....	8,089	No. 80 ".....	8,089
No. 81 ".....	8,089	No. 81 ".....	8,089
No. 82 ".....	8,089	No. 82 ".....	8,089
No. 83 ".....	8,089	No. 83 ".....	8,089
No. 84 ".....	8,089	No. 84 ".....	8,089
No. 85 ".....	8,089	No. 85 ".....	8,089
No. 86 ".....	8,089	No. 86 ".....	8,089
No. 87 ".....	8,089	No. 87 ".....	8,089
No. 88 ".....	8,089	No. 88 ".....	8,089
No. 89 ".....	8,089	No. 89 ".....	8,089
No. 90 ".....	8,089	No. 90 ".....	8,089
No. 91 ".....	8,089	No. 91 ".....	8,089
No. 92 ".....	8,089	No. 92 ".....	8,089
No. 93 ".....	8,089	No. 93 ".....	8,089
No. 94 ".....	8,089	No. 94 ".....	8,089
No. 95 ".....	8,089	No. 95 ".....	8,089
No. 96 ".....	8,089	No. 96 ".....	8,089
No. 97 ".....	8,089	No. 97 ".....	8,089
No. 98 ".....	8,089	No. 98 ".....	8,089
No. 99 ".....	8,089	No. 99 ".....	8,089
No. 100 ".....	8,089	No. 100 ".....	8,089
No. 101 ".....	8,089	No. 101 ".....	8,089
No. 102 ".....	8,089	No. 102 ".....	8,089
No. 103 ".....	8,089	No. 103 ".....	8,089
No. 104 ".....	8,089	No. 104 ".....	8,089
No. 105 ".....	8,089	No. 105 ".....	8,089
No. 106 ".....	8,089	No. 106 ".....	8,089
No. 107 ".....	8,089	No. 107 ".....	8,089
No. 108 ".....	8,089	No. 108 ".....	8,089
No. 109 ".....	8,089	No. 109 ".....	8,089
No. 110 ".....	8,089	No. 110 ".....	8,089
No. 111 ".....	8,089	No. 111 ".....	8,089
No. 112 ".....	8,089	No. 112 ".....	8,089
No. 113 ".....	8,089	No. 113 ".....	8,089
No. 114 ".....	8,089	No. 114 ".....	8,089
No. 115 ".....	8,089	No. 115 ".....	8,089
No. 116 ".....	8,089	No. 116 ".....	8,089
No. 117 ".....	8,089	No. 117 ".....	8,089
No. 118 ".....	8,089	No. 118 ".....	8,089
No. 119 ".....	8,089	No. 119 ".....	8,089
No. 120 ".....	8,089	No. 120 ".....	8,089
No. 121 ".....	8,089	No. 121 ".....	8,089
No. 122 ".....	8,089	No. 122 ".....	8,089
No. 123 ".....	8,089	No. 123 ".....	8,089
No. 124 ".....	8,089	No. 124 ".....	8,089
No. 125 ".....	8,089	No. 125 ".....	8,089
No. 126 ".....	8,089	No. 126 ".....	8,089
No. 127 ".....	8,089	No. 127 ".....	8,089
No. 128 ".....	8,089	No. 128 ".....	8,089
No. 129 ".....	8,089	No. 129 ".....	8,089
No. 130 ".....	8,089	No. 130 ".....	8,089
No. 131 ".....	8,089	No. 131 ".....	8,089
No. 132 ".....	8,089	No. 132 ".....	8,089
No. 133 ".....	8,089	No. 133 ".....	8,089
No. 134 ".....	8,089	No. 134 ".....	8,089
No. 135 ".....	8,089	No. 135 ".....	8,089
No. 136 ".....	8,089	No. 136 ".....	8,089
No. 137 ".....	8,089	No. 137 ".....	8,089
No. 138 ".....	8,089	No. 138 ".....	8,089
No. 139 ".....	8,089	No. 139 ".....	8,089
No. 140 ".....	8,089	No. 140 ".....	8,089
No. 141 ".....	8,089	No. 141 ".....	8,089
No. 142 ".....	8,089	No. 142 ".....	8,089
No. 143 ".....	8,089	No. 143 ".....	8,089
No. 144 ".....	8,089	No. 144 ".....	8,089
No. 145 ".....	8,089	No. 145 ".....	8,089
No. 146 ".....	8,089	No. 146 ".....	8,089
No. 147 ".....	8,089	No. 147 ".....	8,089
No. 148 ".....	8,089	No. 148 ".....	8,089
No. 149 ".....	8,089	No. 149 ".....	8,089
No. 150 ".....	8,089	No. 150 ".....	8,089
No. 151 ".....	8,089	No. 151 ".....	8,089
No. 152 ".....	8,089	No. 152 ".....	8,089
No. 153 ".....	8,089	No. 153 ".....	8,089
No. 154 ".....	8,089	No. 154 ".....	8,089
No. 155 ".....	8,089	No. 155 ".....	8,089
No. 156 ".....	8,089	No. 156 ".....	8,089
No. 157 ".....	8,089	No. 157 ".....	8,089
No. 158 ".....	8,089	No. 158 ".....	8,089
No. 159 ".....	8,089	No. 159 ".....	8,089
No. 160 ".....	8,089	No. 160 ".....	8,089
No. 161 ".....	8,089	No. 161 ".....	8,089
No. 162 ".....	8,089	No. 162 ".....	8,089
No. 163 ".....	8,089	No. 163 ".....	8,089
No. 164 ".....	8,089	No. 164 ".....	8,089
No. 165 ".....	8,089	No. 165 ".....	8,089
No. 166 ".....	8,089	No. 166 ".....	8,089
No. 167 ".....	8,089	No. 167 ".....	8,089
No. 168 ".....	8,089	No. 168 ".....	8,089
No. 169 ".....	8,089	No. 169 ".....	8,089
No. 170 ".....	8,089	No. 170 ".....	8,089
No. 171 ".....	8,089	No. 171 ".....	8,089
No. 172 ".....	8,089	No. 172 ".....	8,089
No. 173 ".....	8,089	No. 173 ".....	8,089
No. 174 ".....	8,089	No. 174 ".....	8,089
No. 175 ".....	8,089	No. 175 ".....	8,089
No. 176 ".....	8,089	No. 176 ".....	8,089
No. 177 ".....	8,089	No. 177 ".....	8,089
No. 178 ".....	8,089	No. 178 ".....	8,089
No. 179 ".....	8,089	No. 179 ".....	8,089
No. 180 ".....	8,089	No. 180 ".....	8,089
No. 181 ".....	8,089	No. 181 ".....	8,089
No. 182 ".....	8,089	No. 182 ".....	8,089
No. 183 ".....	8,089	No. 183 ".....	8,089
No. 184 ".....	8,089	No. 184 ".....	8,089
No. 185 ".....	8,089	No. 185 ".....	8,089
No. 186 ".....	8,089	No. 186 ".....	8,089
No. 187 ".....	8,089	No. 187 ".....	8,089
No. 188 ".....	8,089	No. 188 ".....	8,089
No. 189 ".....	8,089	No. 189 ".....	8,089
No. 190 ".....	8,089	No. 190 ".....	8,089
No. 191 ".....	8,089	No. 191 ".....	8,089
No. 192 ".....	8,089	No. 192 ".....	8,089

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST CLOSE OF EACH

Saturday Evening.	No. 2 Red.	No. 3 Red.	No. 4 Red.	Rejected Red Winter.	Rejected White Winter.	No Grade Winter.	No. 2 Hard Winter.	No. 3 Hard Winter.	No. 4 Hard Winter.	Rejected Hard Winter.	No Grade Hard Winter.	No. 2 Spring.	No. 3 Spring.
Jan.	41,981,358	88,696	3,265	954	.....	2,140,735,029	182,026	11,333	763	66	1,540	8,569	
"	111,678,735	88,691	3,078	954	.....	62,706,477	104,469	11,648	763	66	1,540	13,962	
"	181,523,509	56,394	330	954	.....	695,232	103,304	11,648	763	66	1,540	13,645	
"	251,293,812	56,394	330	959	.....	1,994,592,887	101,786	6,648	763	66	.....	18,028	
Feb.	11,078,444	47,129	334	954	.....	1,994,543,902	99,467	5,751	.....	66	.....	15,226	
"	8,852,923	49,158	813	954	.....	1,994,524,303	78,019	5,751	.....	66	.....	10,283	
"	15,677,356	49,161	811	954	.....	1,994,520,913	78,019	5,751	.....	66	.....	9,182	
"	22,485,735	41,351	811	954	.....	504,783	78,021	5,751	.....	66	.....	7,878	
Mar.	1,866,620	39,591	810	954	.....	534,289	78,048	6,576	.....	66	623	16,458	
"	8,199,418	26,290	1,404	954	.....	482,529,375	78,741	6,576	.....	66	1,116	19,288	
"	15,156,526	5,114	594	.....	.....	482,438,412	75,764	6,576	.....	66	1,116	18,380	
"	22,133,266	2,763	.....	.....	.....	411,335	73,471	6,459	.....	66	.....	13,330	
"	29,140,053	8,835	994	.....	.....	545,421,517	72,273	6,419	.....	66	623	13,304	
April	5,119,365	10,775	994	.....	.....	543,427,181	47,209	6,419	.....	66	623	1,111	
"	12,97,281	11,297	994	.....	.....	543,296,402	1,542	.....	.....	66	623	1,681	
"	19,147,543	11,297	994	.....	.....	877,232,737	1,542	779	.....	66	623	1,681	
"	26,169,723	8,759	.....	.....	.....	180,135	1,341	.....	.....	66	.....	.....
May	3,164,102	3,936	.....	.....	.....	145,532	1,341	.....	.....	66	.....	.....
"	10,59,559	.....	.....	.....	.....	59,85,383	699	.....	.....	66	.....	658	
"	17,52,073	.....	.....	.....	.....	59,40,788	700	.....	.....	66	.....	658	
"	24,49,466	.....	.....	.....	.....	385,23,000	.....	.....	.....	66	.....	.....
"	31,59,929	545	.....	.....	.....	385,50,882	685	.....	.....	66	.....	.....
June	7,59,509	545	.....	301	.....	327,25,008	531	.....	.....	66	.....	.....
"	14,89,840	.....	.....	.....	.....	327,1,933	.....	.....	.....	66	.....	.....
"	21,19,100	.....	327	.....	.....	327,7,132	.....	.....	.....	66	.....	.....
"	28,51,371	13,189	2,674	.....	.....	327,166	.....	.....	.....	66	.....	.....
July	5,149,600	65,027	14,809	597	.....	760,166	.....	.....	.....	66	.....	.....
"	12,270,477	209,118	81,563	11,916	.....	9,190	43	.....	.....	66	.....	.....
"	19,496,605	490,632	230,066	29,851	.....	12,137	43	.....	.....	66	.....	.....
"	26,766,684	1,052,010	347,057	38,193	.....	23,235	29	667	.....	66	.....	.....
Aug.	2,876,209	1,479,127	497,364	56,061	659	29,214	8,897	6,624	2,427	.....	.....	.....
"	9,488,632	1,965,705	650,639	75,461	2,839	53,348	24,472	15,670	3,048	.....	.....	.....
"	16,559,180	2,275,091	721,821	79,407	3,443	61,463	24,472	17,710	7,229	928	.....	.....
"	23,542,125	2,350,640	746,368	71,069	11,625	90,819	25,989	25,755	11,774	2,469	.....	.....
"	30,665,204	2,336,709	767,349	105,523	6,300	106,478	26,134	33,412	24,390	4,674	1,623	.....
Sept.	6,615,514	2,206,403	832,886	110,581	6,942	118,102	19,237	26,786	19,476	5,924	624	.....	743
"	13,521,905	2,255,191	838,814	122,116	6,942	136,609	19,237	33,332	21,050	5,299	1,617	.....	743
"	20,512,033	2,354,006	835,561	114,630	6,942	122,990	18,305	42,235	24,947	6,461	1,617	.....	1,334
"	27,484,677	2,365,969	920,514	118,389	7,644	127,368	26,427	53,497	26,954	9,690	2,272	.....	1,334
Oct.	4,486,897	2,278,266	937,440	123,580	9,158	152,352	17,536	34,523	26,940	9,356	3,279	.....	1,334
"	11,408,576	2,122,391	918,758	115,873	8,363	125,929	16,560	49,686	26,781	10,401	3,279	.....	1,334
"	18,594,019	1,888,885	916,662	95,652	8,363	112,318	15,560	61,066	56,986	12,062	2,624	.....	1,334
"	25,743,877	1,960,353	957,121	95,956	8,787	112,102	31,088	112,829	70,791	19,491	3,023	697	1,334
Nov.	1,919,078	1,958,016	994,515	91,936	8,787	109,899	31,206	95,050	52,218	8,656	2,011	697	1,464
"	8,106,742	2,040,533	1,024,783	97,749	8,787	95,880	29,421	47,080	16,302	.....	2,017	697	1,425
"	15,132,126	1,857,205	1,050,621	103,223	9,035	97,459	47,258	132,801	53,654	6,713	2,021	697	720
"	22,144,375	1,803,774	1,020,893	105,300	10,367	102,759	53,890	183,768	76,074	0,023	2,021	1,779	720
"	29,154,927	1,740,845	911,309	86,621	9,534	99,587	59,700	169,776	70,760	6,667	2,021	1,353	1,356
Dec.	6,152,585	1,613,192	891,894	89,001	9,534	98,210	24,287	58,102	16,435	.....	2,021	1,353	1,330
"	13,142,801	1,536,391	862,635	85,548	8,701	94,738	20,406	53,625	25,561	2,249	2,021	1,353	2,483
"	20,134,087	1,523,850	798,981	75,538	8,701	94,992	24,615	49,887	25,561	2,249	2,021	1,353	2,483
"	27,131,927	1,519,103	784,878	76,357	8,701	94,634	23,928	49,254	17,669	1,253	1,487	1,353	1,522

**ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
WEEK, DURING 1902.**

No. 4 Spring.	No. 2 White Spring.	No. 3 White Spring.	No. 4 White Spring.	No. 4 Grade White.	Rejected Spring.	No. 4 Grade Spring.	No. 2 Mixed.	No. 3 Mixed.	No. 4 Mixed.	No. 2 White	No. 3 White	No. 4 White	Rejected Mixed.	2 Carloads.	3 Carloads.	Screenings.	Weevily.	Total Wheat. Bushels
4,834		2,045			2,926	293	8,304	4,506		7,960	1,086	215				163		2,948,071
4,854		1,665			2,926	293	8,304	4,586		7,960	1,086	215				163		2,642,416
2,785		340			2,926		8,304	1,163		5,899	1,086					163		2,430,050
2,785		340			2,926		7,056	865		4,626	1,086					163		2,063,512
4,353		340			2,926		7,056	865		4,626	1,086					163		1,814,681
5,525		340					7,056	865		4,626	1,086							1,543,762
8,599		340								2,552								1,320,698
8,599		340																1,129,289
3,599		340																1,047,974
3,599		340																867,644
4,382		340			1,003													708,757
8,295					2,005		1,700	9,748										658,106
678								814		440								666,561
10,855	678						1,746	2,761										629,824
																		410,363
																		398,074
5,275												615						359,938
																		820,801
805																		146,358
											355							95,438
											355							73,207
											355							118,084
											355							86,276
											355							42,466
											355							26,914
																		67,727
								690			534							232,183
								2,036		513	971	324						586,151
								2,033		513	6,347	2,309						1,270,586
								4,353		140	8,311	4,969						2,246,637
						989		7,918		140	8,760	4,786	663					2,985,189
874		3,634	1,852				854	7,918		140	8,760	4,786	663					3,316,002
874		629	4,496				386	9,769	1,036	140	12,717	3,608	663					3,806,408
874		629	614				332	9,766	1,036	140	14,410	7,200	663					3,938,199
874		629	614				332	8,805	1,036	140	17,305	9,168	663					4,128,975
874		6,258	6,246				332	9,900	2,089	140	12,648	5,572	663					4,095,189
874		5,852	6,478					8,126	2,961	140	13,152	5,725	663					4,017,292
874		614	624	796				9,647	2,961	140	19,256	12,797	663					4,092,459
		629	1,173	796				11,401	2,961	140	20,007	14,108	663					4,122,385
963	259	6,212	8,490	791			691	10,841	2,961	140	15,772	8,193	663					3,867,985
1,972	2,800	22,841	18,714	791			697	11,877	2,961	140	5,476	6,058	663					3,814,890
2,465	259	629	1,173	791			697	11,877	2,961	1,063	19,300	18,379	1,400			2,553		4,154,453
963	259	629	1,173	791			697	11,877	2,961	1,063	19,300	18,379	663			1,159		4,387,551
963	259	7,147	629	791	1,487		691	11,205	2,961	1,063	20,728	18,714	1,446			1,980	1,880	4,500,088
966				791	657			12,715	1,968	1,063	20,724	20,002				8,134	1,721	4,770,729
1,015		2,086	675	791				12,007	1,968	1,063	22,360	20,002	658			9,693	2,575	4,894,595
675	2,648	2,867	675	791	1,011			12,007	2,637	1,063	22,619	19,380	658			11,685	1,721	4,770,729
	7,030	5,671	675	791	1,011			3,558	2,637	1,063	23,041	19,979				10,786	2,749	4,470,351
	19,456	4,553	675	791	1,011			3,558	2,637	1,063	23,929	19,979				10,786	2,749	4,419,188
	16,276	2,674	1,037		1,011			468	679	1,063	25,341	19,507				9,055	2,749	4,197,424
	23,067	5,610	727		1,011			468	679	1,063	25,341	17,887				9,055	2,749	4,045,923
680	24,500	22,041	2,307							1,063	15,291	15,206				9,055	2,749	3,988,258

**STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST.
OF EACH WEEK**

Saturday Evening.		No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.
Jan.	4	646,805	257,214	18,186	47,848	82,704
"	11	678,878	880,558	29,000	62,597	46,780
"	18	687,129	884,989	41,791	62,868	50,511
"	25	705,028	404,275	52,956	88,241	58,524
Feb.	1	686,279	428,267	51,857	56,463	72,747
"	8	686,914	481,618	56,548	52,515	65,448
"	15	685,117	489,781	55,265	48,890	45,150
"	22	675,880	475,830	50,780	84,972	42,089
March	1	591,024	357,891	47,291	24,121	45,557
"	8	588,847	226,659	40,171	25,285	46,685
"	15	577,080	175,816	27,789	25,251	51,274
"	22	509,110	65,684	22,088	23,601	42,741
"	29	419,128	84,465	8,527	20,762	35,059
April	5	860,166	25,920	7,576	17,021	14,429
"	12	200,746	11,789	6,402	9,861	11,486
"	19	166,196	5,479	1,695	2,008	.....
"	26	185,641	5,402	771	1,086	.....
May	3	79,711	4,298	771	5,089	2,147
"	10	77,754	6,465	13	8,428	8,770
"	17	75,448	8,391	2,668	1,859	6,152
"	24	74,949	1,967	1,168	768	962
"	31	94,766	8,003	.....	.....	5,562
June	7	88,769	4,289	.....	8,822	8,865
"	14	88,759	1,573	.....	1,099	1,986
"	21	78,755	8,524	.....	1,986	8,353
"	28	89,968	2,535	.....	16,457	1,966
July	5	97,246	4,986	.....	22,649	2,961
"	12	144,058	17,764	.....	8,954	1,024
"	19	174,170	45,616	.....	889	.....
"	26	848,018	50,874	.....	887	.....
Aug.	2	459,588	35,818	.....	1,162	.....
"	9	837,206	25,280	.....	2,241	.....
"	16	157,724	25,280	.....	2,241	.....
"	23	50,828	280	.....	2,241	.....
"	30	26,869	2,471	.....	4,785	.....
Sept.	6	29,224	280	.....	8,184	.....
"	13	1,218	.....	686	2,947	1,245
"	20	318	.....	.....	2,241	.....
"	27	7,914	.....	.....	2,241	.....
Oct.	4	9,271	718	.....	1,079	.....
"	11	9,226	2,075	.....	.....	.....
"	18	5,172	982	.....	.....	.....
"	25	896	.....	.....	.....	.....
Nov.	1	357	8,626	668	.....	.....
"	8	2,853	11,787	.....	.....	.....
"	15	4,145	6,188	.....	.....	.....
"	22	7,083	18,591	.....	8,870	8,758
"	29	56,826	89,959	2,146	24,872	84,972
Dec.	6	882,195	189,774	5,902	85,559	54,589
"	13	766,958	287,990	10,685	71,620	79,857
"	20	1,085,686	262,487	8,219	106,110	77,205
"	27	1,172,408	246,277	7,870	154,452	50,687

LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE
DURING 1902.

Saturday Evening.		No. 4 White.	No. 2 Yellow.	No. 3 Yellow	No Grade.	Corn and Wheat Mixed.	Total Corn, bushels.
Jan.	4.....	2,026	114,867	67,619	.....	.....	1,186,908
"	11.....	2,026	114,602	79,457	1,389	.....	1,389,796
"	18.....	2,026	124,586	96,314	1,074	.....	1,450,676
"	25.....	2,026	126,402	104,080	1,074	1,060	1,512,681
Feb.	1.....	.....	180,880	115,264	1,074	1,060	1,552,587
"	8.....	.....	181,528	117,578	1,074	.....	1,603,218
"	15.....	.....	181,802	110,088	1,074	.....	1,559,594
"	22.....	.....	124,742	100,970	1,074	.....	1,505,284
March	1.....	.....	125,244	80,622	1,074	.....	1,272,921
"	8.....	.....	120,066	78,041	.....	.....	1,120,665
"	15.....	.....	119,847	64,287	.....	.....	1,041,802
"	22.....	.....	112,109	24,781	.....	.....	900,029
"	29.....	.....	88,491	6,914	.....	.....	611,186
April	5.....	.....	85,218	12,708	.....	.....	528,078
"	12.....	.....	81,658	9,729	.....	.....	580,120
"	19.....	.....	5,000	953	.....	.....	181,026
"	26.....	.....	5,488	805	.....	.....	148,700
May	3.....	.....	9,802	.....	.....	.....	101,818
"	10.....	.....	16,668	4,849	.....	.....	117,967
"	17.....	.....	15,014	3,069	1,571	.....	106,572
"	24.....	.....	8,207	802	.....	.....	98,518
"	31.....	8,888	8,740	981	1,048	.....	122,488
June	7.....	9,709	19,487	.....	.....	.....	184,871
"	14.....	8,888	10,713	1,951	.....	.....	114,414
"	21.....	11,128	.....	.....	.....	.....	98,780
"	28.....	8,888	7,102	.....	.....	.....	126,881
July	5.....	8,888	8,826	.....	.....	.....	146,049
"	12.....	8,888	8,826	.....	.....	.....	179,008
"	19.....	7,645	8,826	.....	.....	.....	232,145
"	26.....	7,645	2,426	.....	.....	.....	406,850
Aug.	2.....	.....	1,958	.....	.....	.....	497,906
"	9.....	.....	868	807	.....	.....	865,582
"	16.....	.....	685	807	1,004	.....	187,701
"	23.....	.....	656	.....	1,004	.....	54,594
"	30.....	.....	685	.....	.....	.....	84,770
Sept.	6.....	.....	685	.....	.....	.....	88,288
"	13.....	.....	.....	.....	566	.....	6,612
"	20.....	.....	.....	.....	.....	.....	2,459
"	27.....	782	.....	.....	.....	.....	10,966
Oct.	4.....	782	.....	.....	.....	.....	11,845
"	11.....	782	.....	.....	.....	.....	12,088
"	18.....	.....	.....	.....	.....	.....	6,154
"	25.....	.....	.....	.....	.....	.....	895
Nov.	1.....	.....	761	871	.....	.....	5,778
"	8.....	.....	.....	1,016	.....	.....	15,666
"	15.....	.....	.....	.....	.....	.....	10,528
"	22.....	.....	779	768	.....	.....	89,889
"	29.....	.....	8,192	1,880	11	.....	212,908
Dec.	6.....	.....	4,871	3,984	2,147	.....	628,421
"	13.....	.....	7,288	4,919	.....	.....	1,179,262
"	20.....	.....	16,991	8,298	.....	.....	1,564,841
"	27.....	741	21,188	7,284	.....	.....	1,660,587

STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC AT CLOSE OF EACH

OATS.

Saturday Evening.	No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.	No. 4 White.	Three Color.	No Grade.	Oat Screen-Ing.	Total Oats. Bush.
Jan. 4.....	14,631		2,140	5,705	14,568	8,894	1,282	519		42,703
" 11.....	22,812		1,094	6,773	20,372	7,289	1,282	519		60,141
" 18.....	45,983		1,094	4,018	29,081	12,645	1,282	519		94,572
" 25.....	66,240		2,184	7,309	25,676	34,681	1,282	519		137,889
Feb. 1.....	74,689		3,736	9,051	35,480	51,905	1,282	517	1,355	177,155
" 8.....	91,342	1,850	5,087	7,801	63,191	56,540	1,282	517	1,355	228,965
" 15.....	108,670	1,850	5,087	8,687	65,295	60,896	1,282	517	1,355	248,638
" 22.....	102,045	1,850	5,087	5,678	58,773	45,443	1,282	517	1,354	222,028
Mch. 1.....	99,530	1,850	5,087	3,696	62,147	50,048	1,282	517	1,354	225,508
" 8.....	97,225	1,850	3,890	11,474	79,075	61,850	1,282	517	1,354	258,017
" 15.....	93,602	1,850	2,785	9,802	66,101	68,161	1,282	517	1,351	245,452
" 22.....	100,823	1,850	2,442	2,530	58,553	62,558	1,282		1,351	231,289
" 29.....	75,634	1,850	1,090	1,086	48,648	49,318	1,282		1,351	180,254
April 5.....	72,987	1,850	1,090	5,127	35,768	32,236	1,282		1,351	151,691
" 12.....	66,588	1,850	741	5,159	31,667	22,002				128,607
" 19.....	53,609			5,159	31,667	16,255				106,690
" 26.....	42,761			5,159	31,667	13,677				93,264
May 3.....	41,827			2,463	28,337	15,672				88,339
" 10.....	35,189	997			28,808	14,852				74,840
" 17.....	29,495		1,016		7,053	10,148				47,712
" 24.....	21,129				6,187	1,614				28,980
" 31.....	31,866	3,096			2,381					37,893
June 7.....	13,214									13,214
" 14.....	2,376									2,376
" 21.....										
" 28.....										
July 5.....										
" 12.....										
" 19.....		1,404	2,820					2,652		6,376
" 26.....	5,092	1,087						1,799		7,928
Aug. 2.....	48,374									48,374
" 9.....	1,123	2,002	1,550					3,440		8,115
" 16.....		5,410	2,887					5,261		13,558
" 23.....	379	6,770	7,782					3,896		19,327
" 30.....	1,170	3,668	3,618			1,102		3,664		13,222
Sept. 6.....	607	8,414	7,754			1,102		6,059		23,966
" 13.....		6,103	4,445			17,832		6,874		35,254
" 20.....	6,521	12,846	7,808			28,951		8,812		64,438
" 27.....	20,826	7,146	8,053		8,734	26,738		5,419		71,915
Oct. 4.....	8,487	5,896	10,156		8,840	18,621		7,598		54,598
" 11.....	1,707	8,836	3,535		4,936	18,529		4,820		41,298
" 18.....	1,082	6,719	3,492		3,034	23,657		5,140		43,124
" 25.....	7,074	13,072	3,327			532		2,609		39,337
Nov. 1.....	5,166	4,045	8,586		1,684	12,494		2,407		34,352
" 8.....		11,350	10,307		8,061	14,452		4,048		43,248
" 15.....	1,779	17,478	8,524		1,921	11,785		1,832		42,819
" 22.....	4,661	17,478	5,476		2,014	11,846		2,455		43,430
" 29.....	4,661	17,478	5,917		704	8,015		2,453		39,228
Dec. 6.....	4,661	17,780	8,852			4,593				30,586
" 13.....	1,779	12,771	3,058			354				17,962
" 20.....	12,500	2,770	1,859			153				17,282
" 27.....	12,500	2,770	5,170		5,655	153				24,244

ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1902.

RYE.						BARLEY.
Saturday Evening.	No. 2.	No. 3.	No. 4.	No Grade.	Total Rye. Bushels.	Total Barley. Bushels.
Jan. 4.....	96,528	17,652	.....	.....	118,180	8,429
" 11.....	94,814	16,838	.....	.....	111,652	8,179
" 18.....	90,458	12,687	.....	.....	103,140	10,409
" 25.....	90,818	12,294	.....	.....	108,112	22,228
Feb. 1.....	90,458	11,766	.....	.....	102,219	16,144
" 8.....	90,453	11,766	.....	.....	102,219	15,869
" 15.....	90,458	11,766	.....	.....	102,219	23,884
" 22.....	89,521	11,766	.....	.....	101,887	49,964
Mch. 1.....	85,447	11,766	.....	.....	97,218	47,544
" 8.....	85,097	11,377	.....	.....	96,474	48,971
" 15.....	80,097	11,377	.....	.....	91,474	40,198
" 22.....	80,097	11,377	.....	.....	91,474	87,923
" 29.....	80,501	11,377	.....	.....	91,878	86,968
April 5.....	79,286	11,028	.....	.....	90,814	21,848
" 12.....	71,899	11,028	.....	.....	82,427	11,772
" 19.....	66,124	1,478	.....	.....	67,597	9,498
" 26.....	65,354	1,478	.....	.....	66,827	5,589
May 3.....	57,677	1,478	.....	.....	59,150	5,047
" 10.....	41,525	1,478	.....	.....	42,998	2,860
" 17.....	32,588	1,478	.....	.....	34,056	.....
" 24.....	33,762	1,478	.....	.....	34,285	.....
" 31.....	16,475	965	.....	.....	17,440	.....
June 7.....	14,101	.....	.....	.....	14,101	.....
" 14.....	8,828	.....	.....	.....	8,828	.....
" 21.....	1,948	.....	.....	.....	1,948	.....
" 28.....	2,018	.....	.....	.....	2,018	.....
July 5.....	2,018	861	.....	.....	2,879	.....
" 12.....	2,018	917	.....	.....	2,935	.....
" 19.....	2,940	1,639	517	.....	5,096	.....
" 26.....	2,495	3,829	596	.....	6,920	.....
Aug. 2.....	2,495	8,908	517	.....	6,920	.....
" 9.....	2,495	4,119	754	.....	7,368	.....
" 16.....	2,826	4,989	795	.....	8,361	.....
" 23.....	3,059	7,408	852	.....	11,344	.....
" 30.....	6,645	7,709	2,802	.....	16,656	.....
Sept. 6.....	8,182	6,886	1,550	.....	11,688	.....
" 13.....	8,275	7,047	2,466	675	14,007	.....
" 20.....	18,007	10,787	4,212	1,219	35,873	.....
" 27.....	26,405	10,708	8,573	3,875	44,056	.....
Oct. 4.....	84,710	11,581	3,811	4,188	54,190	.....
" 11.....	84,710	10,786	4,777	4,188	54,411	.....
" 18.....	52,710	12,208	6,184	2,921	54,018	.....
" 25.....	29,019	11,286	5,779	1,880	47,924	.....
Nov. 1.....	27,880	12,012	5,985	1,880	47,159	.....
" 8.....	58,802	11,819	5,708	1,880	52,139	.....
" 15.....	28,842	11,816	5,705	1,880	47,693	.....
" 22.....	52,974	15,582	6,967	1,880	52,903	.....
" 29.....	28,195	16,998	8,184	1,880	55,207	.....
Dec. 6.....	27,843	17,061	7,657	1,880	54,391	.....
" 13.....	12,580	18,922	6,090	2,088	34,580	.....
" 20.....	9,298	14,124	8,281	1,011	27,654	.....
" 27.....	6,629	10,896	3,062	1,011	21,088	.....

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1902.

	1902.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January	4.....	2,948,071	1,186,908	42,708	118,180	8,429
	11.....	2,642,416	1,339,786	80,141	111,682	5,179
	18.....	2,430,060	1,480,676	94,872	108,140	10,409
	25.....	2,093,512	1,512,681	187,889	108,112	22,228
February	1.....	1,814,681	1,552,887	177,115	102,219	16,144
	8.....	1,543,762	1,603,218	226,965	102,219	15,869
	15.....	1,320,698	1,559,694	243,688	102,219	28,384
	22.....	1,129,389	1,505,384	222,028	101,887	49,864
March	1.....	1,047,974	1,272,321	226,806	97,218	47,544
	8.....	867,644	1,120,686	256,017	86,474	48,971
	15.....	708,757	1,041,302	245,452	91,474	40,193
	22.....	658,106	800,029	281,889	91,474	37,923
	29.....	666,561	611,186	180,264	91,878	35,988
April	5.....	629,824	523,078	151,691	90,814	21,843
	12.....	410,363	380,120	128,607	82,427	11,772
	19.....	398,074	181,026	106,690	67,597	9,498
	26.....	359,968	148,700	98,264	66,827	5,569
May	3.....	320,901	101,818	86,339	59,150	5,047
	10.....	146,358	117,967	74,840	42,998	2,380
	17.....	95,438	108,572	47,712	34,066	.....
	24.....	78,307	88,518	28,980	34,235	.....
	31.....	118,084	122,488	87,898	17,440	.....
June	7.....	86,276	134,371	18,214	14,101	.....
	14.....	42,456	114,414	2,876	3,828	.....
	21.....	26,914	98,780	.....	1,948	.....
	28.....	67,727	126,881	.....	2,018	.....
July	5.....	232,183	145,049	.....	2,379	.....
	12.....	586,151	179,008	.....	8,177	.....
	19.....	1,270,586	282,145	6,876	5,096	.....
	26.....	2,246,637	409,850	7,928	6,920	.....
August	2.....	2,985,189	497,906	43,374	6,920	.....
	9.....	3,316,002	866,352	8,115	7,368	.....
	16.....	3,806,408	187,701	13,568	8,861	.....
	23.....	3,938,199	54,984	19,327	11,844	.....
	30.....	4,128,975	84,770	18,222	16,656	.....
September	6.....	4,005,189	83,283	28,986	11,698	.....
	13.....	4,017,382	6,612	35,264	14,007	.....
	20.....	4,092,459	2,459	64,438	35,872	.....
	27.....	4,199,430	10,836	71,915	44,056	.....
October	4.....	4,122,336	11,845	54,598	54,190	.....
	11.....	3,867,985	12,053	41,923	54,411	.....
	18.....	3,814,399	6,154	45,124	54,018	.....
	25.....	4,184,458	595	39,337	47,924	.....
November	1.....	4,337,651	5,778	84,882	47,168	.....
	8.....	4,500,686	16,656	45,248	52,159	.....
	15.....	4,770,729	10,828	42,819	47,693	.....
	22.....	4,895,994	89,889	45,430	57,303	.....
	29.....	4,770,381	212,808	89,228	56,207	.....
December	6.....	4,419,188	628,421	80,566	54,391	.....
	13.....	4,197,424	1,179,262	17,962	84,580	.....
	20.....	4,045,928	1,564,841	17,282	27,634	.....
	27.....	3,998,358	1,660,857	24,248	21,098	.....

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

	Bushels.		Bushels.		Bushels.
Jan. 1.....	558,700	May 1.....	246,000	Sept. 1.....	733,600
Feb. 1.....	459,200	June 1.....	136,000	Oct. 1.....	704,000
March 1.....	418,700	July 1.....	106,000	Nov. 1.....	774,000
April 1.....	586,000	August 1.....	687,000	Dec. 1.....	894,800

VISIBLE SUPPLY OF GRAIN FOR 1902.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND CANADA AND IN TRANSIT DURING 1902, AS REPORTED
BY THE CHICAGO BOARD OF TRADE.

1902.	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye, Bus.	Barley, Bus.
January 4.....	58,929,000	11,702,000	5,002,000	2,361,000	2,324,000
11.....	58,077,000	11,648,000	4,544,000	2,409,000	2,149,000
18.....	59,273,000	11,752,000	4,212,000	2,284,000	2,161,000
25.....	59,373,000	11,632,000	4,183,000	2,441,000	2,078,000
February 1.....	57,929,000	11,632,000	4,531,000	2,403,000	2,120,000
8.....	56,566,000	11,580,000	4,416,000	2,355,000	1,896,000
15.....	55,406,000	11,132,000	4,290,000	2,283,000	2,145,000
22.....	54,885,000	10,789,000	4,064,000	2,258,000	2,116,000
March 1.....	54,093,000	10,333,000	4,246,000	2,193,000	2,038,000
8.....	53,155,000	10,085,000	4,014,000	2,121,000	1,885,000
15.....	51,997,000	9,686,000	3,486,000	2,080,000	1,878,000
22.....	50,948,000	9,108,000	3,219,000	2,070,000	1,759,000
29.....	49,615,000	8,799,000	3,146,000	2,096,000	1,575,000
April 5.....	48,410,000	8,508,000	3,300,000	2,016,000	1,455,000
12.....	46,611,000	7,550,000	3,054,000	1,972,000	1,178,000
19.....	44,241,000	7,226,000	3,114,000	1,843,000	1,365,000
26.....	40,449,000	6,888,000	3,114,000	1,836,000	1,132,000
May 3.....	38,328,000	6,243,000	2,980,000	1,611,000	993,000
10.....	35,302,000	5,667,000	2,917,000	1,346,000	813,000
17.....	33,577,000	4,870,000	3,014,000	1,135,000	693,000
24.....	30,629,000	4,297,000	2,315,000	974,000	559,000
31.....	28,604,000	4,227,000	3,055,000	752,000	589,000
June 7.....	26,091,000	4,261,000	2,483,000	699,000	406,000
14.....	23,570,000	4,719,000	2,444,000	554,000	346,000
21.....	21,085,000	5,189,000	2,048,000	494,000	281,000
28.....	19,760,000	5,687,000	1,565,000	484,000	238,000
July 5.....	19,122,000	5,912,000	1,481,000	314,000	193,000
12.....	19,808,000	5,836,000	1,238,000	288,000	120,000
19.....	20,415,000	6,503,000	718,000	196,000	119,000
26.....	21,591,000	7,486,000	894,000	250,000	100,000
August 2.....	21,972,000	7,281,000	2,377,000	271,000	135,000
9.....	21,773,000	6,156,000	1,646,000	297,000	89,000
16.....	20,264,000	5,438,000	1,432,000	307,000	101,000
23.....	20,689,000	3,423,000	2,072,000	391,000	125,000
30.....	20,966,000	3,077,000	2,933,000	666,000	193,000
September 6.....	21,421,000	2,523,000	4,092,000	577,000	823,000
13.....	22,056,000	2,264,000	5,214,000	706,000	631,000
20.....	22,526,000	2,431,000	6,715,000	971,000	1,190,000
27.....	24,842,000	3,048,000	7,733,000	990,000	1,718,000
October 4.....	25,624,000	3,075,000	8,344,000	1,154,000	2,766,000
11.....	26,111,000	2,541,000	8,336,000	1,089,000	2,831,000
18.....	27,654,000	2,231,000	7,755,000	1,040,000	3,089,000
25.....	29,918,000	2,488,000	7,835,000	1,153,000	3,097,000
November 1.....	32,200,000	2,584,000	7,515,000	1,172,000	3,399,000
8.....	36,098,000	2,790,000	7,632,000	1,272,000	3,520,000
15.....	38,091,000	2,105,000	7,571,000	1,343,000	3,693,000
22.....	41,731,000	2,287,000	7,057,000	1,454,000	3,615,000
29.....	45,082,000	2,937,000	7,054,000	1,266,000	3,831,000
December 6.....	45,940,000	3,895,000	6,754,000	1,331,000	3,674,000
13.....	48,151,000	5,498,000	6,193,000	1,302,000	3,841,000
20.....	48,816,000	6,342,000	6,018,000	1,270,000	3,412,000
27.....	49,678,000	7,112,000	5,059,000	1,122,000	3,115,000

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1902.

CITIES.	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.	Total bushels.
Chicago.....	37,940,953	50,622,907	78,879,800	3,170,541	14,923,173	185,537,374
New York.....	35,101,950	6,744,960	29,983,327	2,736,395	2,811,302	77,377,034
Buffalo.....	62,452,696	22,487,454	15,891,387	3,716,628	8,969,865	113,518,030
St. Louis.....	30,667,212	16,024,715	20,570,245	940,396	2,234,504	70,437,072
Minneapolis....	88,762,120	3,235,360	12,066,490	1,042,010	7,783,680	112,889,660
Peoria.....	2,471,626	18,276,649	12,066,740	307,600	1,664,200	34,776,815
Baltimore.....	11,655,255	7,178,219	3,078,991	2,086,162	174,590	24,173,217
Kansas City....	24,018,400	16,092,800	8,358,000	376,800	33,000	48,869,000
Philadelphia....	10,805,598	3,604,112	4,636,015	283,524	407,400	19,736,649
Milwaukee.....	9,426,200	2,701,220	6,774,300	1,117,507	12,876,950	32,896,177
Toledo.....	13,100,260	5,950,791	7,019,857	401,490	18,904	26,491,302
Boston.....	13,780,193	1,373,358	6,334,520	23,858	195,745	21,707,674
Duluth and Superior.	42,406,923	45,708	1,281,349	722,675	5,351,161	49,807,816
New Orleans....	17,250,250	2,791,633	2,522,891	.....	.....	22,564,774
Cincinnati.....	4,988,822	7,910,048	5,883,009	523,024	817,909	20,122,812
Montreal.....	20,177,624	574,706	3,372,509	710,264	435,752	25,270,855
Detroit.....	3,319,474	2,069,537	4,318,734	774,113	1,841,982	12,323,840
Cleveland.....	3,240,443	5,404,153	8,026,569	2,501	94,096	16,767,762
Indianapolis....	2,824,425	6,599,520	2,351,200	52,600	9,350	12,437,095
Galveston.....	12,712,499	1,133,623	.....	18,330	.....	13,854,452
San Francisco	15,200,905	265,365	2,559,735	645,685	12,387,310	31,059,600
Portsmouth and Norfolk	128,000	386,840	.....	.....	.....	514,840
Newport News..	5,021,667	1,184,816	223,837	.....	.....	6,430,320
Tacoma.....	18,818,601	.....	1,303,289	.....	523,412	20,645,302

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1899.	1900.	1901.	1902.
Flour.....	Barrels.	19,806,413	19,204,540	19,464,280	19,197,339
Wheat.....	Bushels.	96,707,390	84,581,219	136,393,942	119,112,034
Corn.....	"	184,362,179	179,709,682	103,844,130	25,942,684
Oats.....	"	88,161,522	76,424,089	70,129,542	53,361,932
Rye.....	"	5,792,123	2,794,327	3,611,008	5,972,594
Barley.....	"	14,781,091	10,294,913	4,800,705	4,073,269

EXPORTS FROM THE UNITED STATES BY CLASSES DURING
THE CALENDAR YEARS 1899, 1900, 1901 AND 1902.

As reported by Bureau of Statistics, Washington.

	1899.	1900.	1901.	1902.
Agriculture.....	\$782,183,405	\$904,655,411	\$940,241,149	\$819,882,105
Manufactures.....	380,787,891	441,406,942	395,144,030	410,650,967
Mining.....	33,279,187	39,222,902	40,416,597	36,065,264
Forest.....	47,562,121	54,481,146	50,491,255	52,981,225
Fisheries.....	5,637,077	8,074,684	7,426,684	8,513,399
Miscellaneous.....	3,532,663	5,169,027	4,358,936	5,235,511
Totals.....	\$1,252,982,344	\$1,453,010,112	\$1,438,078,661	\$1,333,288,491
Foreign.....	22,535,627	24,936,001	27,297,209	27,413,444
Grand totals,	\$1,275,467,971	\$1,477,946,113	\$1,465,375,860	\$1,360,701,935

MISSOURI CROP REVIEW, 1902.

By GEO. B. ELLIS, Secretary State Board of Agriculture.

WHEAT.

A greatly increased acreage was sown in the fall of 1901. This was due to two reasons. First, to the fact that the yield of each of the crops harvested in 1900-1901 were above the average production and of excellent quality, and second, on account of the disastrous drouth in 1901, a great many farmers sowed wheat for pasture to help take the stock through the winter. In sections where there was sufficient moisture and where the wheat was sowed in well-prepared lands the fall and spring pasture more than paid for the seed and expense of seeding. Over the northern and central parts of the State the winter was very dry during the early part of the season of 1902 and the seed made little growth, but as the season advanced there was sufficient rain to mature a bountiful crop. In many of the southwestern counties there were good rains in the fall of 1901, and the rain continued in the following spring and the wheat made rank growth causing it to lodge badly which reduced the yield. The fields that were pastured heavily in this section produced the best crop. In some of the southeastern counties wheat was injured by a heavy sleet in the winter which reduced the yield in that section. The quality of wheat at the harvest was not up to the standard of the crops of 1901. The grain was rather small and on account of the excessive rains which continued from the time of harvest to late in the season over a great portion of the State, a great amount of damage was done to crops in the shock and stack and much of it was fit for nothing but stock feed. The acreage given in the table below is based upon the census report for 1900. There are some differences between the acreage given and the estimates last year which are caused by correcting the figures upon the census basis.

WHEAT SOWN, FALL OF 1902.

The present wheat crop was sown considerably later than the average and at the beginning of winter most of it was small affording very little protection for the winter. In a few localities the Hessian fly did considerable damage, a few reported damage from rust, some from plant lice and several reported injury from too much rain causing the wheat to rot before germinating. But taking the crop as a whole it was in excellent condition December 1st, as may be seen in the table.

The acreage sown this year is about 11% below that sown last year, the greatest decrease being in a group of counties in the western part of the

State including, Pettis, Johnson, Cass, Bates, Henry, Vernon, St. Clair and Benton. However, these are not large wheat-producing counties. Several correspondents placed the acreage in their localities in the above named counties as low as 10 to 30% of the acreage of the previous year. One-fourth of the correspondents reporting for the State reported an increased acreage. It should be remembered that last year's crop was much larger than the average and that the crop now sown was 42% larger than the crop harvested in 1900.

Further detailed information is given in the following table:

* WHEAT.

FOR CROP HARVESTED 1902.	N. E. Section, 20 Counties.	N. W. Section, 21 Counties.	Central Section, 21 Counties.	S. W. Section, 28 Counties.	S. E. Section, 29 Counties.	Whole State, 114 Counties.
Acres harvested.....	409,900	519,900	519,900	1,167,109	759,900	3,196,900
Acreage compared with 1901, percent...	189	187	124	198	118	151.44
Average yield per acre, bushels.....	22.4	22.4	22.0	18.0	16.4	19.3
Total yield in bushels	9,146,000	7,141,000	11,506,000	21,008,000	12,444,000	61,045,000
Quality of grain at time of harvest, per- cent.....	95	98	92	94	88	93
Average price per bushel on farm Nov. 1, 1901, cents.....	59.2	57.4	54.4	55.2	58.9	.....
Total value.	\$5,414,452	\$4,098,984	\$6,150,464	\$11,596,416	\$7,229,516	\$34,490,000
New crop sown fall of 1902. Percent of acreage sown com- pared with previous year.....	99	80	90	80	101	89.1
Total acreage.....	404,300	285,000	463,600	983,700	766,400	2,821,900
Condition of growing plant Dec. 1, percent	100	96	98	98	101	96
Condition at same time 1901.....	88	100	90	95	86	91

CORN.

The corn crop is king in Missouri. The value of the crop for this year is equal to the combined value of all other farm products. Corn being the main crop, there is less variation in the area devoted to corn than to any other crop except perhaps the area devoted to grass. The season of 1902 was generally favorable for the growth of the corn crop, although in several of the extreme southeastern counties the crop was damaged by drouth, and in a large number of southwestern counties extensive rains prevented proper cultivation and reduced the yield. Taking the State as a whole, the yield is the largest on record. The total production 807,300,000 bushels. This gives Missouri first rank in the United States in average yield, and only second in total production. The largest crop previous to this was in 1895, when the total yield was 250,000,000 bushels. This makes an increase above that year of 57,000,000 bushels. The average yield for the State is 40 bushels, which is two bushels above the yield of the highest previous year, which was also in 1895, when the average production was 38 bushels. The quality of the grain is generally good, although some damage has been

sustained on account of the extremely wet season. The average quality of the crop is 96, compared with average of 45 the previous year. The total value of the crop, not including the value of the fodder, is \$197,089,000.

The five counties in the State having the largest acreage planted in corn are in order named as follows: Nodaway, Bates, Atchison, Saline, Vernon. A great many farms in different parts of the State have made phenomenal yields. A number have been reported making from 75 to 110 bushels per acre. Further detailed information is given in the following tables:

* CORN.

FOR CROP HARVESTED 1902.	N. E. Section, 20 Counties.	N. W. Section, 21 Counties.	Central Section, 21 Counties.	S. W. Section, 28 Counties.	S. E. Section, 29 Counties.	Whole State, 114 Counties.
Acres in cultivation 1902.....	1,509,000	2,888,000	1,171,000	1,781,000	919,000	7,896,000
Acreage compared with crop 1901, per- cent.....	106	106	104	96	98	102
Average yield per acre, bushels, 1902...	48.8	48.6	41.8	35.5	81.8	.....
Total yield in bushels, 1902.....	65,840,000	108,026,000	48,821,000	61,451,000	20,226,000	207,864,000
Farm price Nov. 1, 1902, per bush., cents	80.6	81.4	29.5	81.7	87.5	82.1
Farm price Nov. 1, 1901, per bush., cents	55	54	61	68	72	62
*Total value crop 1902	\$19,394,000	\$82,350,000	\$14,255,000	\$19,480,000	\$10,860,000	\$97,089,000
Average quality grain 1902, percent.....	96	96	96	96	98	96
Average quality grain 1901, percent.....	54	55	40	88	88	45
Percent damage by frost, crop 1902.....	.8	.5	.3	.2	.6	1.8
Percent fodder crop harvested 1902.....	23	24	84	27	48	81

*Grain only, does not include forage value.

NOTE.—The acreage given in the above tables for Corn and Wheat have been corrected upon the basis of the census of 1899.

OATS.

On account of the high price of seed oats in the spring, the acreage sown to oats was decreased 15% below the previous year. The oats in some localities failed to germinate or were killed by late freezing, and about 8% of the oat crop sown was plowed up and planted to other crops. The greatest decrease of acreage was in the southwest section, which was caused largely by it being too wet for seeding at the proper time. The average yield of the crop this year was 31 bushels per acre and of good quality at the time of harvesting, but on account of rain during and after harvest, the crop was damaged 25%.

MEADOWS.

The area devoted to the hay crop has been in the past few years about as stable as the area devoted to any of the principal farm crops. However, on account of the drouth last year which killed out a great many meadows,

the area this year has been reduced 15%. The average per acre is given by all correspondents for timothy, 1.6, clover 1.75 tons. The average yield of timothy for the past five years has been 1.55 tons. The average price of timothy per ton on November 1st, this year, was \$3.57 and for clover, \$5.86. The value of the hay crop in the State is exceeded only by the value of wheat and corn.

THE FRUIT CROP.

By L. A. GOODMAN, Secretary Missouri State Horticultural Society.

The apple crop was only about one-half and the peach crop only one-fourth. The cold killed the buds, and only a very small portion of the trees bore any crop at all.

Missouri has about 20,000,000 trees in orchard, the largest area of any State in the Union, and it will not be many years before this State will be first in number of bushels produced.

The increase in acreage of apple and peach trees, is somewhat phenomenal, and there seems to be no let up. The apple crop of the year is valued at \$6,000,000. The peach crop \$1,000,000, the berry crop \$2,000,000 and other fruits \$1,000,000.

ACREAGE, PRODUCTION AND VALUE OF CORN IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bush.	Cents.	
Maine.....	13,267	39.4	522,720	76	\$ 397,267
New Hampshire.....	26,631	38.5	1,025,294	78	799,729
Vermont.....	57,147	40.0	2,285,880	73	1,668,692
Massachusetts.....	43,617	40.5	1,766,498	76	1,342,531
Rhode Island.....	9,470	32.1	303,987	76	231,031
Connecticut.....	49,004	39.0	1,911,156	75	1,433,867
New York.....	626,437	33.0	20,672,421	72	14,884,143
New Jersey.....	278,829	36.9	10,288,790	66	6,790,601
Pennsylvania.....	1,457,238	35.0	51,008,380	62	31,622,065
Delaware.....	185,281	30.0	5,558,430	57	3,169,305
Maryland.....	622,754	34.2	21,298,187	58	12,352,948
Virginia.....	1,842,498	22.2	40,908,456	59	24,133,039
North Carolina.....	2,553,474	12.0	30,641,688	73	22,368,432
South Carolina.....	1,722,488	6.9	11,851,687	84	9,983,540
Georgia.....	3,785,758	10.0	37,857,580	82	31,043,216
Florida.....	579,231	9.0	5,213,079	85	4,431,117
Alabama.....	2,559,923	10.9	27,998,161	77	21,485,434
Mississippi.....	2,061,755	10.9	22,473,120	74	16,680,109
Louisiana.....	1,316,452	13.7	18,035,352	75	13,526,544
Texas.....	5,176,810	11.6	60,050,996	80	48,040,797
Arkansas.....	2,308,904	8.1	18,702,122	81	15,148,719
Tennessee.....	3,178,140	14.2	45,129,588	65	29,354,232
West Virginia.....	744,289	23.0	17,118,647	65	11,127,121
Kentucky.....	3,177,896	15.6	49,575,178	61	30,240,859
Ohio.....	3,077,188	26.1	80,813,302	57	45,778,582
Michigan.....	1,319,900	34.5	45,536,550	52	23,679,006
Indiana.....	4,431,997	19.8	87,753,541	55	48,264,449
Illinois.....	9,253,538	21.4	198,025,713	57	112,874,656
Wisconsin.....	1,460,626	27.4	40,021,152	52	20,810,969
Minnesota.....	1,361,120	26.3	35,797,456	45	16,108,855
Iowa.....	9,210,582	25.0	230,264,550	52	119,737,566
Missouri.....	6,577,859	10.1	66,486,376	67	44,512,372
Kansas.....	7,885,889	7.8	61,506,034	63	38,748,801
Nebraska.....	7,740,556	14.1	109,141,840	54	58,986,594
South Dakota.....	1,421,079	21.0	29,842,659	45	13,429,197
North Dakota.....	67,236	22.6	1,519,584	46	698,986
Montana.....	3,095	25.0	77,375	90	69,633
Wyoming.....	2,207	39.5	87,176	72	62,767
Colorado.....	107,127	17.1	1,831,872	74	1,355,585
New Mexico.....	36,544	31.6	1,154,790	77	889,188
Arizona.....	9,871	18.0	177,678	90	159,910
Utah.....	10,919	19.4	211,829	90	190,646
Nevada.....	.....	.....	.....	.....	.....
Idaho.....	5,091	23.0	117,093	60	70,256
Washington.....	9,818	17.5	171,815	58	99,658
Oregon.....	16,711	20.8	347,589	57	198,126
California.....	59,703	31.0	1,850,793	68	1,258,539
Oklahoma.....	1,414,262	7.3	10,324,113	76	7,846,326
Indian Territory.....	1,490,267	12.0	17,888,204	76	13,591,235
Total.....	91,349,928	16.7	1,522,519,891	60.5	\$921,555,768

ACREAGE, PRODUCTION AND VALUE OF WHEAT IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield p'r Acre.	Production.	Value per bushel	Total Value.
	Acrea.	Bushels	Bushels.	Centa.	
Maine.....	7,419	28.9	177,814	97	\$ 171,995
New Hampshire.....	.....	.....	.....	.....	.....
Vermont.....	1,742	18.7	82,575	94	80,620
Massachusetts.....	.....	.....	.....	.....	.....
Rhode Island.....	.....	.....	.....	.....	.....
Connecticut.....	.....	.....	.....	.....	.....
New York.....	597,828	18.1	7,881,481	82	6,421,814
New Jersey.....	122,741	16.8	2,062,049	72	1,484,675
Pennsylvania.....	1,676,070	17.1	28,660,797	72	20,635,774
Delaware.....	118,529	18.5	2,096,586	71	1,488,576
Maryland.....	774,186	17.2	13,315,182	71	9,453,749
Virginia.....	888,091	10.9	9,680,192	73	7,066,540
North Carolina.....	777,265	8.7	6,762,118	83	5,544,987
South Carolina.....	259,160	8.8	2,280,608	96	2,234,996
Georgia.....	570,986	8.2	3,042,167	94	2,869,637
Florida.....	.....	.....	.....	.....	.....
Alabama.....	182,788	8.7	1,155,256	88	1,016,625
Mississippi.....	4,889	8.8	88,628	86	38,216
Louisiana.....	.....	.....	.....	.....	.....
Texas.....	681,126	8.9	6,062,021	78	4,728,376
Arkansas.....	855,325	8.8	3,126,860	78	2,438,951
Tennessee.....	1,212,441	10.8	13,094,363	74	9,689,829
West Virginia.....	416,004	10.9	4,534,444	77	3,491,522
Kentucky.....	989,603	12.1	11,611,196	72	8,360,061
Ohio.....	2,191,670	15.8	33,582,551	71	23,808,111
Michigan.....	1,284,439	11.1	13,702,339	71	9,729,087
Indiana.....	2,021,069	15.8	31,932,890	70	22,358,023
Illinois.....	1,707,503	17.6	30,052,053	69	20,735,917
Wisconsin.....	469,920	16.1	7,576,874	65	4,924,968
Minnesota.....	6,209,506	12.9	80,102,627	60	48,061,576
Iowa.....	1,295,689	16.2	21,048,101	60	12,628,861
Missouri.....	1,958,808	15.9	31,137,097	69	21,484,597
Kansas.....	5,355,638	18.5	99,079,304	59	58,456,789
Nebraska.....	2,456,548	17.1	42,006,885	54	22,683,718
South Dakota.....	4,004,830	12.9	51,662,807	58	27,831,023
North Dakota.....	4,527,532	18.1	59,210,669	54	32,027,761
Montana.....	88,807	26.5	2,353,386	67	1,576,769
Wyoming.....	21,027	24.5	515,162	69	355,462
Colorado.....	312,521	24.1	7,531,756	67	5,046,277
New Mexico.....	44,236	21.5	952,842	72	685,686
Arizona.....	26,047	21.8	567,525	65	452,531
Utah.....	180,438	20.5	3,698,876	70	2,589,213
Nevada.....	19,450	26.1	498,195	66	429,612
Idaho.....	294,397	21.2	6,241,216	61	3,807,142
Washington.....	1,185,798	29.1	34,518,968	47	16,213,915
Oregon.....	814,742	21.1	17,158,065	54	9,265,355
California.....	2,672,547	18.0	34,743,111	60	20,845,847
Oklahoma.....	1,253,583	16.4	20,558,761	68	12,952,019
Indian Territory.....	198,727	12.2	2,424,469	69	1,672,884
Total.....	49,895,514	15.0	748,460,218	62.4	\$467,850,156

ACREAGE, PRODUCTION AND VALUE OF OATS IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield p'r Acre.	Production.	Value per bushel.	Total Value.
	Acres.	Bushels.	Bushels.	Cents.	
Maine.....	115,808	55.0	4,035,780	50	\$ 2,017,890
New Hampshire.....	12,808	29.5	362,938	52	188,728
Vermont.....	78,255	33.0	2,516,416	50	1,258,208
Massachusetts.....	6,788	31.0	210,428	55	115,735
Rhode Island.....	1,509	29.4	47,805	54	25,545
Connecticut.....	10,284	28.7	295,151	54	159,382
New York.....	1,298,592	21.6	28,049,587	47	18,468,802
New Jersey.....	72,183	16.0	1,154,928	48	542,516
Pennsylvania.....	1,246,331	18.9	23,535,656	45	10,600,045
Delaware.....	5,461	18.5	101,028	45	45,463
Maryland.....	44,350	18.8	833,780	41	341,350
Virginia.....	249,321	14.9	3,717,883	42	1,561,502
North Carolina.....	253,344	14.4	3,648,154	51	1,860,559
South Carolina.....	235,871	15.8	3,718,852	62	2,806,694
Georgia.....	295,644	14.8	4,380,331	67	2,941,672
Florida.....	31,638	18.1	414,332	72	298,362
Alabama.....	219,440	14.5	3,181,880	64	2,036,403
Mississippi.....	121,051	15.2	1,839,975	68	1,159,184
Louisiana.....	31,756	18.4	425,830	60	255,318
Texas.....	838,136	16.8	18,662,578	60	8,197,547
Arkansas.....	254,970	12.3	3,136,181	57	1,787,595
Tennessee.....	200,076	17.5	3,501,330	45	1,575,398
West Virginia.....	87,861	18.7	1,633,651	48	792,470
Kentucky.....	273,048	19.7	5,379,046	41	2,205,409
Ohio.....	1,118,012	31.5	35,217,378	39	13,734,777
Michigan.....	991,207	29.0	28,745,003	41	11,785,451
Indiana.....	1,385,770	26.6	39,632,022	38	15,060,548
Illinois.....	8,990,498	26.2	112,531,903	40	45,012,761
Wisconsin.....	2,290,288	29.1	66,847,331	39	25,992,479
Minnesota.....	2,047,789	32.1	65,734,027	34	22,349,569
Iowa.....	4,104,180	29.8	122,304,554	36	44,029,643
Missouri.....	910,513	11.2	10,197,746	48	4,885,031
Kansas.....	981,850	18.6	17,332,410	48	7,452,986
Nebraska.....	1,972,991	19.8	39,065,222	37	14,454,132
South Dakota.....	678,974	28.8	19,554,451	34	6,648,513
North Dakota.....	728,207	32.6	23,576,548	38	7,780,261
Montana.....	147,365	42.0	6,189,330	36	2,228,159
Wyoming.....	33,499	41.0	1,373,459	48	659,260
Colorado.....	135,224	33.8	4,570,571	50	2,285,286
New Mexico.....	16,749	31.6	529,268	60	317,561
Arizona.....	1,780	35.0	62,300	60	37,380
Utah.....	458,424	33.0	1,498,392	51	764,486
Nevada.....	5,524	48.0	237,552	70	168,272
Idaho.....	78,703	33.8	3,014,325	44	1,328,803
Washington.....	145,633	47.5	7,033,942	35	2,461,880
Oregon.....	294,808	31.5	8,971,234	34	3,050,240
California.....	160,788	30.4	4,887,347	44	2,150,433
Oklahoma.....	191,200	20.7	3,957,846	50	1,978,920
Indian Territory.....	165,206	25.0	4,130,150	46	1,899,869
Total	28,541,478	25.8	786,806,724	59.9	298,658,777

ACREAGE, PRODUCTION AND VALUE OF RYE IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield p'r Acre.	Production.	Value per bushel	Total Value.
	Acres.	Bushels.	Bushels.	Cents.	
Vermont.....	1,968	18.8	35,923	80	\$ 28,738
Massachusetts.....	4,544	15.9	72,250	79	57,078
Connecticut.....	10,885	18.0	196,110	72	141,199
New York.....	168,188	14.9	2,481,427	62	1,507,485
New Jersey.....	69,808	15.0	1,039,620	59	613,376
Pennsylvania.....	888,598	15.9	6,099,176	60	8,659,505
Delaware.....	1,125	15.3	17,212	58	9,983
Maryland.....	21,814	14.4	314,122	56	175,908
Virginia.....	29,788	11.1	318,986	61	194,551
North Carolina.....	26,191	8.5	222,624	78	173,647
South Carolina.....	4,270	7.7	32,879	111	36,496
Georgia.....	14,497	7.6	110,177	106	116,788
Alabama.....	1,840	8.0	14,720	104	15,309
Texas.....	8,825	11.1	42,458	98	89,496
Arkansas.....	2,512	8.7	21,854	89	19,450
Tennessee.....	14,658	11.8	165,685	74	122,570
West Virginia.....	12,169	12.0	146,028	65	94,918
Kentucky.....	15,887	14.0	215,418	67	144,380
Ohio.....	15,744	16.9	266,074	55	146,341
Michigan.....	156,857	14.0	2,195,968	52	1,141,919
Indiana.....	41,279	14.5	598,546	58	317,229
Illinois.....	75,855	17.0	1,281,085	57	730,190
Wisconsin.....	822,110	15.9	5,121,540	52	2,663,205
Minnesota.....	97,968	19.8	1,891,073	49	926,625
Iowa.....	76,625	18.4	1,409,900	50	704,950
Missouri.....	20,877	14.2	289,353	67	198,867
Kansas.....	88,918	14.8	1,271,456	55	699,301
Nebraska.....	155,475	15.0	2,332,125	46	1,072,778
South Dakota.....	88,659	14.4	556,690	43	239,877
North Dakota.....	24,550	18.8	888,790	43	145,680
Montana.....	1,884	26.7	48,068	60	29,861
Wyoming.....	1,026	24.0	24,624	80	19,699
Colorado.....	2,659	16.1	42,810	62	26,542
Utah.....	8,859	14.2	47,698	65	31,004
Idaho.....	1,856	15.0	20,840	67	18,628
Washington.....	8,098	17.5	54,180	62	38,692
Oregon.....	10,116	16.7	158,821	66	104,822
California.....	68,087	12.8	845,914	57	482,171
Oklahoma.....	8,585	14.8	52,818	70	36,928
Total.....	1,987,505	15.8	80,844,880	55.7	\$ 16,909,742

ACREAGE, PRODUCTION AND VALUE OF BARLEY IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield p'r Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bushels.	Bushels.	Cents.	\$
Maine.....	8,658	27.5	238,086	67	159,524
New Hampshire.....	1,852	21.5	39,818	80	31,854
Vermont.....	12,577	29.6	372,279	66	245,704
New York.....	120,272	14.0	1,685,908	56	942,962
Pennsylvania.....	9,057	17.2	155,780	59	91,910
Maryland.....	1,545	18.0	27,810	52	14,461
Virginia.....	2,824	24.9	70,818	47	33,049
Texas.....	4,870	18.5	89,745	88	67,856
Tennessee.....	1,541	16.8	25,989	70	18,122
Kentucky.....	996	19.4	19,822	71	13,719
Ohio.....	80,780	24.9	766,422	51	390,875
Michigan.....	40,298	22.8	918,680	54	496,087
Indiana.....	12,853	25.4	818,786	51	160,021
Illinois.....	21,022	24.5	515,089	58	272,971
Wisconsin.....	496,855	27.2	18,419,256	51	6,845,821
Minnesota.....	840,334	25.8	21,680,617	45	9,756,278
Iowa.....	529,880	28.6	12,498,868	47	5,871,888
Missouri.....	1,637	16.5	27,010	55	14,856
Kansas.....	137,563	15.9	2,187,252	45	984,268
Nebraska.....	74,298	16.0	1,189,688	41	487,862
South Dakota.....	291,186	22.4	6,522,566	42	2,739,478
North Dakota.....	257,409	28.2	7,258,984	40	2,908,574
Montana.....	16,898	39.0	689,522	57	364,528
Wyoming.....	1,249	32.5	40,592	65	26,885
Colorado.....	20,811	28.7	597,276	68	376,284
New Mexico.....	1,108	31.7	35,128	65	22,881
Arizona.....	13,280	28.7	381,136	68	259,172
Utah.....	8,552	35.0	299,820	53	158,640
Nevada.....	6,628	33.0	225,824	70	157,727
Idaho.....	84,301	40.2	1,378,900	58	730,917
Washington.....	133,405	43.5	5,808,118	41	2,379,278
Oregon.....	61,707	30.6	1,889,234	49	925,235
California.....	1,089,785	26.0	28,334,410	41	11,617,108
Oklahoma.....	14,523	22.0	319,506	49	156,558
Total.....	4,295,744	25.6	109,982,924	45.2	49,705,168

ACREAGE, PRODUCTION AND VALUE OF BUCKWHEAT IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acres.	Production.	Value per Bushel.	Total Value.
	Acres.	Bushel	Bushels.	Cents.	
Maine.....	25,470	81.7	807,899	48	\$ 837,552
New Hampshire.....	1,915	21.0	40,215	55	22,118
Vermont.....	10,158	26.1	264,840	59	150,856
Massachusetts.....	2,528	18.9	47,685	61	29,088
Connecticut.....	3,644	18.0	65,592	45	42,635
New York.....	888,889	18.8	6,861,901	57	8,626,294
New Jersey.....	18,968	19.0	265,287	52	137,964
Pennsylvania.....	242,402	19.6	4,726,889	56	2,647,080
Delaware.....	1,506	17.8	26,789	55	14,784
Maryland.....	8,875	17.5	146,553	60	87,987
Virginia.....	18,462	15.9	288,546	56	164,866
North Carolina.....	5,348	15.6	88,851	62	51,578
Tennessee.....	900	14.2	12,780	59	7,540
West Virginia.....	21,024	20.6	483,094	59	285,525
Ohio.....	10,286	16.1	165,605	60	99,363
Michigan.....	44,789	14.1	681,525	51	822,078
Indiana.....	6,816	18.1	82,740	61	50,471
Illinois.....	5,819	11.0	58,509	70	40,966
Wisconsin.....	80,670	12.4	880,808	59	224,883
Minnesota.....	5,502	14.5	79,779	62	49,468
Iowa.....	8,042	18.5	108,567	70	75,997
Missouri.....	1,962	6.0	11,773	76	8,947
Kansas.....	1,960	7.9	15,484	75	11,618
Nebraska.....	968	11.5	11,804	58	6,566
North Dakota.....	1,267	11.5	14,466	60	8,674
Total.....	811,164	18.6	15,126,989	56.8	8,528,817

ACREAGE, PRODUCTION AND VALUE OF THE POTATO AND HAY CROPS OF THE UNITED STATES IN 1901.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	POTATOES (Irish.)			HAY.		
	Acreage	Production.	Value.	Acreage	Production.	Value.
		Bushels.			Tons.	
Maine	76,788	11,518,200	\$7,717,194	1,253,259	1,315,922	\$13,738,226
New Hampshire	18,284	1,974,672	1,559,941	607,622	777,756	9,644,174
Vermont	26,864	2,417,760	1,547,366	965,498	1,313,077	12,894,416
Massachusetts	28,044	2,159,888	1,948,449	588,836	712,492	12,461,485
Rhode Island	6,185	601,280	569,144	65,262	60,041	1,144,881
Connecticut	27,650	2,289,650	2,105,271	470,633	475,339	6,949,456
New York	384,040	29,955,120	21,268,135	5,064,633	6,584,023	69,658,963
New Jersey	52,882	3,120,088	2,652,082	412,203	544,108	7,775,303
Pennsylvania	237,134	14,702,308	11,178,754	3,012,974	3,585,439	48,905,888
Delaware	5,556	305,580	238,352	75,617	84,691	1,046,781
Maryland	27,171	1,630,260	1,255,300	317,172	386,950	5,096,132
Virginia	49,059	3,488,189	2,577,560	543,578	652,294	7,834,051
North Carolina	24,644	1,577,216	1,135,596	146,817	243,716	2,632,133
South Carolina	8,304	581,280	639,408	60,724	88,657	973,454
Georgia	9,078	580,962	615,852	96,791	141,315	2,025,044
Florida	3,489	216,818	279,050	14,725	21,793	334,523
Alabama	9,361	627,187	683,634	58,401	102,202	1,233,578
Mississippi	6,179	388,098	440,563	49,599	83,822	880,969
Louisiana	8,475	508,500	513,585	23,878	44,174	489,448
Texas	21,363	1,153,602	1,442,002	442,415	553,019	5,873,062
Arkansas	25,338	1,167,618	1,471,199	82,662	90,928	1,065,676
Tennessee	27,222	1,252,212	1,076,902	392,362	596,390	7,341,551
West Virginia	30,370	1,579,240	1,342,354	544,888	746,497	10,301,659
Kentucky	88,463	1,345,855	1,170,894	510,412	633,952	8,296,338
Ohio	162,012	8,748,648	7,436,351	2,883,903	3,922,108	34,200,782
Michigan	273,676	22,167,756	15,074,074	2,215,724	2,791,812	24,037,501
Indiana	82,040	2,543,240	2,288,916	1,880,148	2,887,788	22,153,673
Illinois	142,084	4,971,190	4,623,207	2,591,858	2,799,207	31,351,118
Wisconsin	240,406	18,080,450	12,080,402	1,654,152	2,133,856	22,469,504
Minnesota	133,272	9,062,496	6,071,872	809,342	1,254,480	6,969,598
Iowa	169,784	5,431,488	5,105,593	3,165,229	3,306,536	30,346,631
Missouri	94,633	1,608,761	1,705,287	2,475,829	1,856,872	22,263,835
Kansas	80,805	2,100,330	2,184,967	1,642,554	1,494,724	11,912,960
Nebraska	78,328	2,584,824	2,714,065	524,904	656,130	4,048,522
South Dakota	52,132	1,445,490	1,228,696	176,875	203,406	913,233
North Dakota	22,595	2,485,450	1,217,870	127,735	204,408	746,089
Montana	9,932	1,559,324	1,138,307	268,096	510,322	4,174,454
Wyoming	8,885	376,855	376,855	143,146	251,937	1,808,308
Colorado	43,952	5,270,790	4,743,684	617,233	1,283,845	11,606,359
New Mexico	1,177	38,850	69,443	79,205	152,964	1,891,845
Arizona				70,888	202,173	1,855,948
Utah	9,823	1,119,822	671,833	307,028	752,219	6,356,251
Nevada	2,224	313,584	285,361	127,608	319,020	2,526,635
Idaho	9,664	1,043,712	876,718	328,877	847,213	5,007,029
Washington	27,446	8,211,182	1,958,821	298,948	687,580	5,858,182
Oregon	81,614	2,845,260	1,991,682	333,531	690,409	4,943,528
California	45,259	4,571,159	3,519,732	550,325	1,001,592	7,932,609
Oklahoma	7,987	439,285	553,499	232,172	242,085	1,690,703
Indian Territory	8,866	527,058	653,552	47,067	69,594	524,739
United States	2,864,335	187,598,087	143,979,470	39,890,605	50,590,877	506,191,583

ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	\$
Maine.....	14,068	21.7	806,167	74	225,824
New Hampshire.....	28,761	23.8	670,181	78	489,196
Vermont.....	57,718	21.8	1,258,252	68	855,611
Massachusetts.....	46,670	81.8	1,460,771	74	1,080,971
Rhode Island.....	10,322	28.4	293,145	78	228,663
Connecticut.....	52,434	81.5	1,651,671	74	1,222,237
New York.....	645,280	25.0	16,130,750	67	10,807,602
New Jersey.....	292,770	84.5	10,100,665	56	5,656,316
Pennsylvania.....	1,486,568	86.1	53,658,426	58	31,121,887
Delaware.....	187,134	28.0	5,289,752	49	2,567,478
Maryland.....	628,662	82.4	20,879,017	51	10,338,239
Virginia.....	1,879,948	22.0	41,845,656	52	21,499,741
North Carolina.....	2,706,682	18.9	37,622,890	60	22,578,728
South Carolina.....	1,825,887	10.4	18,988,705	69	13,102,206
Georgia.....	3,889,331	9.0	35,093,379	73	25,618,605
Florida.....	602,400	8.6	5,180,640	77	3,989,093
Alabama.....	2,764,717	8.4	23,223,623	67	15,559,527
Mississippi.....	2,144,225	11.5	24,658,688	61	15,041,739
Louisiana.....	1,842,781	12.5	16,784,762	66	11,077,943
Texas.....	5,589,187	8.1	44,867,415	66	29,612,494
Arkansas.....	2,378,171	21.8	50,655,042	49	24,820,971
Tennessee.....	3,337,047	21.9	73,081,629	47	34,348,225
West Virginia.....	774,061	26.5	20,512,616	54	11,076,813
Kentucky.....	3,386,791	27.0	90,093,357	42	37,839,210
Ohio.....	3,200,224	88.0	121,608,512	42	51,075,575
Michigan.....	1,333,099	26.4	35,198,814	52	18,300,783
Indiana.....	4,520,637	37.9	171,332,142	36	61,679,571
Illinois.....	9,623,680	88.7	372,436,416	36	134,077,110
Wisconsin.....	1,504,445	28.2	42,425,349	50	21,212,674
Minnesota.....	1,483,621	22.8	33,826,359	40	13,530,624
Iowa.....	9,302,638	82.0	297,686,016	33	98,236,385
Missouri.....	6,775,195	89.0	264,232,005	33	87,196,760
Kansas.....	7,451,033	29.9	222,805,621	34	75,753,911
Nebraska.....	7,817,932	82.8	252,520,173	30	75,756,062
South Dakota.....	1,577,398	18.9	29,812,822	41	12,223,257
North Dakota.....	82,700	19.4	1,604,330	45	721,971
Montana.....	3,714	22.0	81,738	72	58,880
Wyoming.....	2,334	19.8	47,208	59	27,850
Colorado.....	115,697	16.5	1,909,000	59	1,126,810
New Mexico.....	96,909	22.0	811,998	78	633,358
Arizona.....	7,502	20.2	151,540	101	153,055
Utah.....	10,810	20.1	217,331	67	145,878
Idaho.....	5,142	24.7	127,007	62	78,744
Washington.....	10,014	23.0	230,322	65	149,709
Oregon.....	17,045	23.4	398,353	65	253,248
California.....	60,800	80.5	1,889,150	77	1,416,146
Oklahoma.....	1,569,881	25.8	40,501,640	89	15,785,640
Indian Territory.....	1,540,878	24.9	38,591,362	43	16,594,544
United States.....	94,043,618	26.8	2,528,648,812	40.8	\$1,017,017,849

ACREAGE, PRODUCTION AND VALUE OF THE WHEAT CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	WINTER WHEAT.				SPRING WHEAT.					
	Acres.	Yield per Acre.	Production. Bushels.	Value per Bushel. Cents.	Total Value.	Acres.	Yield per Acre.	Production. Bushels.	Value per Bushel. Cents.	Total Value.
Maine.....	478,196	16.8	8,038,686	79	\$ 6,346,617	.....	.....	.....	.....	.....
Vermont.....	108,004	16.0	1,698,064	78	1,286,099	.....	.....	.....	.....	.....
New York.....	1,558,745	13.9	24,628,171	78	17,978,955	.....	.....	.....	.....	.....
Pennsylvania.....	1,098,680	12.5	17,729,920	75	13,244,688	.....	.....	.....	.....	.....
Delaware.....	797,080	14.7	11,729,228	72	8,013,041	.....	.....	.....	.....	.....
Maryland.....	637,806	8.7	5,538,404	79	2,877,040	.....	.....	.....	.....	.....
Virginia.....	676,568	8.8	5,958,757	92	2,817,286	.....	.....	.....	.....	.....
North Carolina.....	267,678	8.8	1,498,969	102	1,528,948	.....	.....	.....	.....	.....
South Carolina.....	264,831	6.0	1,707,198	98	1,678,042	.....	.....	.....	.....	.....
Georgia.....	108,488	8.0	697,916	98	688,612	.....	.....	.....	.....	.....
Alabama.....	8,468	8.0	27,804	88	38,718	.....	.....	.....	.....	.....
Mississippi.....	989,263	9.0	8,633,277	77	6,647,628	.....	.....	.....	.....	.....
Texas.....	246,801	8.0	2,245,860	77	1,804,746	.....	.....	.....	.....	.....
Arkansas.....	846,881	7.2	6,080,748	78	4,588,565	.....	.....	.....	.....	.....
Missouri.....	856,284	7.7	7,248,283	82	2,249,481	.....	.....	.....	.....	.....
West Virginia.....	807,622	9.3	7,511,688	74	5,589,827	.....	.....	.....	.....	.....
Kentucky.....	2,124,769	17.1	86,383,860	71	25,798,860	.....	.....	.....	.....	.....
Ohio.....	1,056,114	17.7	18,683,718	63	12,986,850	.....	.....	.....	.....	.....
Michigan.....	2,417,778	16.0	35,484,448	68	24,323,426	.....	.....	.....	.....	.....
Indiana.....	1,621,887	17.9	54,601,822	69	19,288,140	.....	.....	.....	.....	.....
Illinois.....	1,120,068	18.3	21,871,661	64	1,406,119	.....	.....	.....	.....	.....
Wisconsin.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota.....	80,401	17.5	1,407,018	58	778,980	.....	.....	.....	.....	.....
Iowa.....	2,827,452	18.9	56,286,484	58	32,654,567	.....	.....	.....	.....	.....
Nebraska.....	1,666,862	10.4	43,284,888	58	25,812,160	.....	.....	.....	.....	.....
South Dakota.....	.....	26.2	46,972,588	49	21,046,476	.....	.....	.....	.....	.....
North Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wyoming.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colorado.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Mexico.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utah.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nevada.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Idaho.....	181,222	22.0	2,888,864	70	2,020,819	.....	.....	.....	.....	.....
Washington.....	808,816	26.7	7,523,688	66	5,180,402	.....	.....	.....	.....	.....
Oregon.....	888,846	22.0	2,714,560	67	1,878,975	.....	.....	.....	.....	.....
California.....	2,062,679	10.9	22,574,201	80	17,886,861	.....	.....	.....	.....	.....
Oklahoma.....	1,067,747	11.1	12,078,962	68	7,002,915	.....	.....	.....	.....	.....
Indian Territory.....	201,764	12.3	2,461,574	61	1,518,760	.....	.....	.....	.....	.....
United States.....	28,861,426	14.4	411,798,688	64.8	\$286,727,475	.....	17,620,998	258,274,842	60.2	\$155,498,842

ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	116,461	89.0	4,541,979	45	\$ 2,043,891
New Hampshire.....	11,984	85.0	417,690	44	183,784
Vermont.....	77,790	40.0	3,111,200	48	1,837,816
Massachusetts.....	6,516	82.2	269,815	45	94,417
Rhode Island.....	1,722	86.2	62,836	43	26,904
Connecticut.....	10,181	84.5	851,244	41	144,010
New York.....	1,824,564	40.0	52,982,560	86	19,078,722
New Jersey.....	67,862	82.2	2,184,884	89	863,083
Pennsylvania.....	1,288,868	86.5	45,086,182	84	15,512,302
Delaware.....	5,024	22.6	113,542	42	47,688
Maryland.....	42,182	26.7	1,124,924	38	327,471
Virginia.....	222,074	17.5	3,886,295	42	1,632,244
North Carolina.....	288,148	12.7	3,624,416	51	1,842,452
South Carolina.....	216,541	18.1	2,836,687	69	1,678,645
Georgia.....	264,018	11.1	2,980,544	58	1,558,188
Florida.....	81,949	18.6	484,506	61	266,049
Alabama.....	212,887	10.9	2,820,141	65	1,276,078
Mississippi.....	117,419	15.4	1,808,253	51	922,209
Louisiana.....	84,982	15.2	530,966	50	266,488
Texas.....	896,869	28.2	20,807,861	49	10,196,607
Arkansas.....	252,420	20.0	5,048,400	41	2,069,844
Tennessee.....	186,071	17.8	3,219,028	42	1,851,992
West Virginia.....	88,614	28.6	2,448,660	41	1,008,910
Kentucky.....	259,396	22.2	5,738,591	86	2,078,088
Ohio.....	1,129,192	41.1	46,409,791	82	14,861,183
Michigan.....	1,011,031	39.9	40,840,187	88	18,812,246
Indiana.....	1,871,912	85.4	48,565,685	28	18,596,892
Illinois.....	4,070,808	87.7	158,450,423	28	43,966,118
Wisconsin.....	2,881,900	89.9	96,037,810	80	26,511,843
Minnesota.....	2,109,223	89.0	82,259,697	37	22,210,118
Iowa.....	4,063,138	80.7	124,738,837	26	51,184,584
Missouri.....	855,882	82.5	27,816,165	28	7,798,526
Kansas.....	941,169	88.5	81,529,128	80	9,458,788
Nebraska.....	1,786,432	84.6	62,121,601	26	15,630,400
South Dakota.....	692,553	84.8	24,100,844	29	6,989,245
North Dakota.....	766,699	38.4	29,487,402	27	7,949,089
Montana.....	159,184	41.9	6,668,553	86	2,400,679
Wyoming.....	86,179	86.0	1,802,444	50	651,232
Colorado.....	186,576	26.8	3,660,237	51	1,886,721
New Mexico.....	15,744	19.1	800,710	68	204,488
Arizona.....	1,798	81.7	56,997	75	42,748
Utah.....	44,970	85.5	1,596,485	47	750,534
Nevada.....	5,968	84.8	207,617	70	145,532
Idaho.....	81,064	42.1	3,412,794	48	1,632,141
Washington.....	154,006	46.2	7,115,077	49	3,496,888
Oregon.....	281,965	28.7	8,092,109	41	3,317,764
California.....	186,806	80.5	6,148,583	51	2,626,777
Oklahoma.....	277,240	47.8	13,252,072	84	4,508,704
Indian Territory.....	186,081	82.6	6,082,011	87	2,281,844
United States.....	28,658,144	84.5	987,842,712	80.7	\$203,684,682

ACREAGE, PRODUCTION AND VALUE OF THE BARLEY CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	8,571	29.4	251,987	68	\$ 171,851
New Hampshire.....	1,759	21.2	37,291	75	27,968
Vermont.....	12,954	29.7	384,784	61	234,698
New York.....	117,867	28.5	3,359,210	55	1,847,566
Pennsylvania.....	8,966	21.0	188,266	54	101,674
Maryland.....	1,560	27.0	42,120	49	20,539
Virginia.....	2,655	18.3	48,598	54	26,286
Texas.....	4,724	21.8	100,621	72	72,447
Tennessee.....	1,479	16.0	23,661	61	14,485
Kentucky.....	966	25.9	25,537	56	14,301
Ohio.....	81,703	32.3	1,024,007	49	501,763
Michigan.....	86,681	28.6	1,106,277	52	575,264
Indiana.....	11,118	28.0	311,304	46	143,200
Illinois.....	22,704	28.6	649,334	44	285,707
Wisconsin.....	488,421	33.8	16,508,630	46	7,598,970
Minnesota.....	907,561	28.6	25,956,245	37	9,608,811
Iowa.....	518,499	26.8	13,805,024	36	4,961,809
Missouri.....	1,670	25.0	41,750	55	22,962
Kansas.....	188,989	16.0	2,223,024	38	844,749
Nebraska.....	65,878	31.1	2,033,256	33	670,374
South Dakota.....	805,745	29.2	8,927,754	36	3,232,547
North Dakota.....	501,948	31.6	15,861,557	36	5,710,161
Montana.....	17,874	37.0	661,338	51	337,282
Wyoming.....	1,524	24.4	32,306	75	24,230
Colorado.....	21,019	26.8	552,800	60	331,680
New Mexico.....	1,097	16.1	17,662	71	12,540
Arizona.....	14,842	25.2	361,418	91	328,990
Utah.....	8,466	32.1	271,759	59	160,833
Nevada.....	7,288	34.2	248,263	30	198,610
Idaho.....	37,781	46.8	1,746,945	53	925,681
Washington.....	140,075	48.7	6,121,278	46	2,815,789
Oregon.....	62,824	31.9	1,988,186	53	1,053,831
California.....	1,144,274	26.0	29,751,124	63	18,748,206
Oklahoma.....	16,411	36.0	599,796	42	248,184
United States.....	4,661,063	29.0	134,964,026	45.9	\$61,998,634

ACREAGE, PRODUCTION AND VALUE OF THE RYE CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Vermont	1,948	16.9	32,837	77	\$ 25,264
Massachusetts	4,408	15.2	67,003	80	53,602
Connecticut	10,877	17.4	185,780	75	139,835
New York	164,815	17.5	2,884,263	58	1,672,872
New Jersey	68,615	16.4	1,125,283	61	686,424
Pennsylvania	879,780	16.0	6,076,160	53	3,220,365
Delaware	1,069	18.5	14,483	62	8,948
Maryland	20,941	14.0	293,174	58	170,041
Virginia	26,147	9.6	251,011	66	165,667
North Carolina	22,786	8.2	186,845	85	158,818
South Carolina	4,227	7.6	32,125	118	36,801
Georgia	18,917	6.8	87,677	110	96,445
Alabama	1,688	10.0	16,880	105	17,189
Texas	8,686	9.9	85,600	78	27,086
Arkansas	2,612	12.8	32,123	78	23,458
Tennessee	18,869	11.0	146,729	78	107,112
West Virginia	10,880	8.1	87,723	68	59,652
Kentucky	18,684	18.4	183,500	62	113,770
Ohio	15,587	17.5	272,773	58	144,569
Michigan	166,288	17.9	2,779,655	49	1,362,031
Indiana	39,628	14.5	574,606	46	264,319
Illinois	78,869	19.1	1,496,843	50	748,424
Wisconsin	828,562	18.9	6,209,683	50	3,104,816
Minnesota	97,008	22.8	2,168,167	48	930,162
Iowa	71,261	17.4	1,239,941	42	520,775
Missouri	24,249	18.2	441,332	48	211,839
Kansas	88,024	12.0	1,056,288	45	475,330
Nebraska	160,189	20.8	3,250,822	86	1,170,296
South Dakota	86,726	18.6	690,449	41	283,064
North Dakota	28,814	20.2	481,043	48	206,848
Montana	1,871	25.0	46,775	64	29,936
Wyoming	528	18.0	9,414	50	4,707
Colorado	2,872	18.9	45,665	56	25,572
Utah	8,498	12.4	43,813	61	26,421
Idaho	1,220	20.2	24,644	80	14,786
Washington	2,910	17.8	51,798	64	33,151
Oregon	11,026	18.4	147,748	78	107,866
California	67,409	12.0	808,908	75	606,681
Oklahoma	8,570	16.0	57,120	47	26,846
United States	1,978,548	17.0	88,680,592	59.8	\$17,060,798

ACREAGE, PRODUCTION AND VALUE OF THE BUCKWHEAT CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	25,215	80.4	785,536	52	\$ 899,599
New Hampshire.....	1,886	20.0	87,920	65	24,648
Vermont.....	10,856	26.0	283,300	56	144,984
Massachusetts.....	2,271	14.4	82,702	74	24,198
Connecticut.....	5,526	18.4	70,898	71	49,938
New York.....	885,015	17.7	5,529,766	59	8,498,548
New Jersey.....	18,404	22.6	801,690	64	198,018
Pennsylvania.....	247,260	18.1	4,476,225	61	2,729,587
Delaware.....	1,490	15.2	23,648	60	18,669
Maryland.....	8,291	17.0	140,947	61	85,978
Virginia.....	20,862	16.6	346,809	60	207,785
North Carolina.....	6,664	14.5	82,128	62	50,919
Tennessee.....	747	18.0	18,446	76	10,219
West Virginia.....	22,708	22.5	510,585	62	316,749
Ohio.....	9,669	18.9	184,699	61	81,968
Michigan.....	88,071	18.0	494,928	58	262,809
Indiana.....	6,063	17.6	106,709	66	61,891
Illinois.....	5,565	15.5	86,568	71	61,468
Wisconsin.....	27,608	16.0	441,648	59	260,572
Minnesota.....	4,782	18.9	65,775	57	37,492
Iowa.....	7,881	18.0	126,096	70	88,267
Missouri.....	2,119	16.1	84,118	58	19,787
Kansas.....	1,940	12.0	28,280	75	17,460
Nebraska.....	968	14.7	14,156	58	7,508
North Dakota.....	1,270	10.0	12,700	54	6,868
United States.....	804,889	18.1	14,529,770	59.6	\$8,654,704

ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	80,627	180	10,481,510	65	\$ 6,812,38
New Hampshire.....	18,650	120	2,238,000	60	1,544,220
Vermont.....	27,188	94	2,550,502	58	1,479,291
Massachusetts.....	29,166	109	3,179,094	81	2,575,066
Rhode Island.....	6,442	164	1,056,488	75	792,866
Connecticut.....	29,082	92	2,670,944	78	1,949,789
New York.....	407,082	66	26,867,412	59	15,861,778
New Jersey.....	57,118	182	7,588,916	61	4,598,789
Pennsylvania.....	246,619	88	20,469,877	57	11,667,545
Delaware.....	6,000	79	474,000	51	241,740
Maryland.....	28,901	80	2,304,080	52	1,196,122
Virginia.....	50,581	75	3,789,825	58	2,196,096
North Carolina.....	24,890	64	1,592,960	67	1,067,268
South Carolina.....	8,470	69	584,430	96	561,063
Georgia.....	8,715	58	505,470	90	454,928
Florida.....	8,524	90	817,160	122	896,285
Alabama.....	9,548	50	477,400	98	448,962
Mississippi.....	8,870	69	405,080	92	872,626
Louisiana.....	8,806	65	589,890	82	442,710
Texas.....	26,704	66	1,762,464	85	1,496,094
Arkansas.....	25,637	72	1,845,864	68	1,255,198
Tennessee.....	26,405	62	1,637,110	64	1,047,780
West Virginia.....	82,192	96	8,090,482	51	1,576,120
Kentucky.....	88,068	80	8,045,440	53	1,614,063
Ohio.....	168,252	94	15,538,688	44	6,864,523
Michigan.....	270,989	72	19,507,608	41	7,996,119
Indiana.....	82,860	101	8,368,860	41	5,481,283
Illinois.....	146,286	118	17,262,810	42	7,260,890
Wisconsin.....	250,022	115	28,752,680	36	9,486,835
Minnesota.....	187,270	98	18,452,460	81	4,170,268
Iowa.....	178,129	98	16,966,642	34	5,769,658
Missouri.....	96,579	128	12,264,112	85	4,281,989
Kansas.....	77,578	188	10,705,074	45	4,817,263
Nebraska.....	82,244	187	11,267,428	27	5,042,206
South Dakota.....	81,801	74	2,353,274	44	1,035,441
North Dakota.....	28,725	105	2,491,125	83	822,071
Montana.....	11,521	158	1,762,718	50	881,866
Wyoming.....	8,702	107	896,114	61	241,680
Colorado.....	47,487	100	4,743,700	51	2,419,287
New Mexico.....	1,224	72	88,128	81	71,884
Utah.....	10,609	157	1,665,618	45	749,598
Nevada.....	2,857	212	499,684	68	814,801
Idaho.....	11,790	149	1,756,710	87	649,983
Washington.....	81,288	186	4,255,168	88	1,616,964
Oregon.....	85,724	108	3,679,572	56	2,023,765
California.....	47,976	118	5,661,060	58	8,288,409
Oklahoma.....	10,848	97	1,022,671	77	787,457
Indian Territory.....	9,208	85	782,266	64	500,648
United States.....	2,985,687	96.0	284,682,787	47.1	\$184,111,436

ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP IN THE UNITED STATES IN 1902.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acres.	Production.	Value per Bushel	Total Value.
	Acres.	Tons.	Tons.		
Maine.....	1,278,824	1.07	1,867,807	\$10.04	\$ 18,782,782
New Hampshire.....	625,851	1.06	663,402	15.55	8,989,097
Vermont.....	926,878	1.27	1,177,185	9.65	11,858,858
Massachusetts.....	582,948	1.60	982,717	16.65	16,529,738
Rhode Island.....	66,567	1.08	68,564	18.89	1,296,174
Connecticut.....	480,046	1.85	648,062	15.70	10,174,673
New York.....	5,018,967	1.84	6,718,748	10.88	70,748,864
New Jersey.....	408,061	1.22	497,889	15.64	7,786,515
Pennsylvania.....	8,108,868	1.19	8,698,002	14.00	51,702,028
Delaware.....	76,878	1.09	88,247	14.46	1,201,254
Maryland.....	298,142	1.01	801,123	14.05	4,280,778
Virginia.....	472,918	1.06	501,289	13.58	6,807,491
North Carolina.....	182,185	1.44	190,274	12.25	2,850,866
South Carolina.....	61,988	1.22	75,564	11.25	850,095
Georgia.....	88,060	1.86	119,789	18.40	1,606,178
Florida.....	12,664	1.24	15,703	15.84	240,884
Alabama.....	45,553	1.50	68,880	11.61	798,811
Mississippi.....	40,175	1.40	56,245	10.25	576,511
Louisiana.....	21,490	1.80	88,662	11.72	453,358
Texas.....	424,718	1.40	694,606	8.60	5,113,403
Arkansas.....	81,009	1.60	129,614	9.40	1,218,372
Tennessee.....	387,049	1.44	514,151	11.80	6,066,982
West Virginia.....	517,644	1.12	679,761	14.83	8,807,975
Kentucky.....	500,204	1.44	720,294	11.80	8,189,822
Ohio.....	2,768,547	1.48	3,969,022	10.20	40,882,024
Michigan.....	2,198,567	1.45	3,180,672	8.30	26,899,678
Indiana.....	1,894,942	1.46	2,635,215	8.67	22,847,814
Illinois.....	2,747,869	1.50	4,121,054	8.87	86,558,749
Wisconsin.....	1,720,318	1.90	3,268,604	7.91	25,854,658
Minnesota.....	841,716	1.76	1,481,420	5.36	7,940,411
Iowa.....	8,101,924	1.68	5,211,282	6.50	88,878,008
Missouri.....	2,696,654	1.59	4,290,860	6.89	29,664,025
Kansas.....	1,898,987	1.70	3,211,198	4.81	18,640,242
Nebraska.....	566,896	1.74	968,183	4.36	4,221,060
South Dakota.....	185,719	1.28	228,434	4.15	949,001
North Dakota.....	185,420	1.66	224,797	3.67	825,005
Montana.....	818,606	1.68	526,858	7.54	8,972,509
Wyoming.....	160,324	1.65	264,535	7.28	1,925,815
Colorado.....	562,544	1.92	1,187,684	9.89	11,251,695
New Mexico.....	72,077	2.40	1,172,965	11.18	1,983,972
Arizona.....	68,944	2.34	149,895	12.28	1,827,101
Utah.....	387,781	2.62	984,855	7.82	6,477,189
Nevada.....	182,712	2.91	896,192	9.05	8,496,088
Idaho.....	357,981	2.67	955,675	5.50	5,256,218
Washington.....	822,864	2.29	739,859	9.98	6,602,476
Oregon.....	843,537	2.04	700,815	7.48	5,242,096
California.....	555,828	1.81	1,006,049	9.41	9,466,921
Oklahoma.....	267,808	1.26	386,801	5.80	1,786,045
Indian Territory.....	45,284	1.82	59,775	4.98	297,680
United States.....	89,825,227	1.50	59,867,576	9.06	\$542,086,864

FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by FREDERIC EMORY, Chief Bureau of Foreign Commerce,
Department of State, Washington, D. O.

As in force January 1908.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS
Russia.....	Free.....	Free.
Sweden.....	Per 100 kilograms, 3.70 kronor.	Per bushel of 60 lbs., 26.99 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway...	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.89 cts.
General, applicable to non-treaty countries.....	Per 100 kilograms, 0.80 kronor.	Per bushel of 60 lbs., 5.78 cts.
Denmark.....	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 3.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 32.89 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 36.77 cts.
Spain.....	Per 100 kilograms, 6 pesetas...	Per bushel of 60 lbs., 31.03 cts.
*Italy.....	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 39.39 cts.
Austria-Hungary...	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 16.57 cts.
Switzerland.....	Per 100 kilograms, 80 francs...	Per bushel of 60 lbs., 1.58 cts.
Greece:		
Conventional duty	Per 100 okes. 4.11 drachmas.....	Per bushel of 60 lbs., 16.26 cts.
General.....	Per 100 okes. 7.55 drachmas.....	Per bushel of 60 lbs., 30.16 cts.
Netherlands.....	Free.....	Free.
Belgium.....	Free.....	Free.
Roumania.....	Free.....	Free.
Turkey.....	8 per cent. ad valorem.....	Eight per cent. ad valorem.
Portugal.....	Prohibited, except under cer- tain conditions and restric- tions. Where importation is allowed the import duty charged is at the rate of two milreis per 100 kilograms (58.79 cents per bushel of 60 pounds.)	
United Kingdom.....	Free.....	Free.
Servia.....	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 levs.....	Per bushel of 60 lbs., 4.20 cts.
Cuba.....	Per 100 kilograms, \$1.00.....	Per bushel of 60 lbs., 27.18 cts.
Porto Rico.....	Per 100 kilograms, 60 cts.....	Per bushel of 60 lbs., 16.82 cts.
Philippines.....	Per 100 pesos, .60.....	Per bushel of 60 lbs., 23.08 cts.

* Subject to two cents surtax.

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Crop of	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
1875.....	292,136,000	1,321,069,000	354,317,500	17,722,100	56,908,600
1876.....	289,556,500	1,283,827,500	320,884,000	20,374,800	38,710,500
1877.....	364,194,146	1,342,558,000	406,394,000	21,170,100	34,441,400
1878.....	420,122,400	1,388,218,750	413,578,560	25,842,790	42,245,630
1879.....	448,756,630	1,547,901,790	363,761,820	23,639,460	40,283,106
1880.....	498,549,868	1,717,454,543	417,885,380	24,540,829	45,165,340
1881.....	383,280,090	1,194,916,000	416,481,000	20,704,950	41,161,330
1882.....	504,185,470	1,617,025,100	488,250,610	29,960,037	48,963,926
1883.....	421,086,160	1,551,066,895	571,302,400	28,058,583	50,136,097
1884.....	512,763,900	1,795,528,432	583,628,000	28,637,594	61,206,652
1885.....	357,112,000	1,936,176,000	629,409,000	21,756,000	53,360,000
1886.....	457,218,000	1,665,441,000	624,134,000	24,489,000	59,428,000
1887.....	456,329,000	1,456,161,000	659,618,000	20,691,000	56,812,000
1888.....	414,868,000	1,987,790,000	701,735,000	28,415,000	63,884,000
1889.....	490,560,000	2,112,892,000	751,515,000	28,500,000	66,000,000
1890.....	399,262,000	1,489,970,000	523,621,000	29,000,000	58,800,000
1891.....	611,780,000	2,060,154,000	738,394,000	36,000,000	77,400,000
1892.....	515,949,000	1,628,464,000	661,035,000	.....	.....
1893.....	396,131,725	1,619,496,131	638,854,850	26,555,446	69,869,495
1894.....	460,267,416	1,212,770,052	662,036,928	26,727,615	61,400,465
1895.....	467,102,947	2,151,138,580	824,443,537	27,210,070	87,072,744
1896.....	427,684,346	2,288,875,165	707,346,404	24,369,047	69,695,228
1897.....	530,149,168	1,902,967,938	698,767,809	7,363,324	66,685,127
1898.....	675,148,705	1,924,184,660	780,906,643	25,637,522	55,792,257
1899.....	547,303,846	2,078,148,933	796,177,713	23,961,741	78,381,563
1900.....	522,229,505	2,105,102,516	809,125,989	23,995,927	58,925,833
1901.....	748,460,218	1,522,519,891	736,808,724	30,344,830	109,932,924
1902.....	670,063,008	2,523,648,312	957,842,712	33,630,592	134,954,023

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED BY BRADSTREETS.

The following figures represent stocks of Grain available at 62 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.					PACIFIC COAST STOCKS.
	Wheat.	Corn.	Oats.	Barley.	Rye.	Wheat.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1898, December 1.	76,413,000	22,635,000	17,965,000	5,500,000	2,695,000	6,548,000
1897, December 1.	50,059,000	49,559,000	19,798,000	6,318,000	3,982,000	6,944,000
1896, December 1.	45,914,000	25,870,000	9,460,000	4,406,000	1,212,000	6,296,000
1895, December 1.	84,687,000	17,555,000	11,789,000	4,695,000	1,892,000	10,678,000
1900, December 1.	96,591,000	12,791,000	18,136,000	6,053,000	1,794,000	10,057,000
1901, January 1.	87,911,000	14,813,000	15,961,000	5,395,000	1,651,000	8,686,000
February 1.	98,824,000	21,950,000	16,175,000	4,331,000	1,539,000	8,717,000
March 1.	80,704,000	27,538,000	16,800,000	3,903,000	1,532,000	6,972,000
April 1.	75,501,000	28,947,000	15,823,000	2,879,000	1,432,000	6,323,000
May 1.	60,238,000	24,544,000	16,824,000	1,761,000	1,112,000	5,071,000
June 1.	47,109,000	21,904,000	14,989,000	1,351,000	998,000	4,672,000
July 1.	89,317,000	21,522,000	15,275,000	528,000	747,000	3,228,000
August 1.	40,924,000	19,648,000	7,808,000	335,000	753,000	3,965,000
September 1.	89,345,000	19,476,000	10,603,000	956,000	1,864,000	4,266,000
October 1.	51,442,000	21,215,000	14,445,000	3,610,000	2,440,000	6,235,000
November 1.	64,616,000	19,157,000	12,899,000	4,813,000	2,863,000	7,262,000
December 1.	85,631,000	16,359,000	10,109,000	5,416,000	3,463,000	7,878,000
1902, January 1.	94,900,000	16,825,000	8,680,000	4,580,000	3,257,000	7,196,000
February 1.	88,800,000	17,197,000	8,537,000	5,244,000	3,270,000	6,521,010
March 1.	84,315,000	15,270,000	8,207,000	5,065,000	2,972,000	5,542,000
April 1.	75,398,000	18,540,000	6,606,000	4,075,000	2,639,000	5,428,000
May 1.	54,610,000	9,098,000	5,010,000	2,146,000	1,910,000	3,685,000
June 1.	87,678,000	6,817,000	4,571,000	1,536,000	950,000	3,139,000
July 1.	27,453,000	8,541,000	2,420,000	847,000	442,000	2,676,000
August 1.	31,486,000	9,018,000	2,968,000	217,000	323,000	2,345,000
September 1.	32,966,000	8,823,000	5,159,000	419,000	903,000	3,024,000
October 1.	40,454,000	4,607,000	11,241,000	2,460,000	1,362,000	4,787,000
November 1.	68,490,000	4,229,000	10,661,000	5,064,000	1,828,000	4,719,000
December 1.	77,288,000	4,552,000	10,401,000	5,680,000	2,159,000	.....
December 6.	78,852,000	5,681,000	9,580,000	5,440,000	2,256,000	.....
December 13.	80,527,000	7,468,000	8,987,000	5,578,000	2,283,000	.....
December 20.	81,894,000	8,486,000	8,888,000	8,969,000	2,444,000	.....

BROOMHALL'S ESTIMATE OF CROPS OF THE WORLD.

YEAR.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Barley, Bushels.	Rye, Bushels.
1902.....	3,071,920,000	2,976,000,000	3,168,000,000	824,000,000	1,520,000,000
1901.....	2,765,040,000	1,946,000,000	2,390,000,000	778,900,000	1,336,000,000
1900.....	2,687,320,000	2,469,000,000	2,800,000,000	734,645,000	1,406,000,000
1899.....	2,611,360,000	2,611,000,000	2,710,000,000	712,200,000	1,366,400,000
1898.....	2,920,144,000	2,418,600,000	2,576,000,000	835,600,000	1,287,800,000
1897.....	2,281,624,000	2,245,600,000	.....	676,200,000	.....
1896.....	2,376,082,000	.....	.....	768,200,000	.....
1895.....	2,435,560,000	.....	.....	766,640,000	.....
1894.....	2,606,624,000	.....	.....	.....	.....

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total Crop, bushels.	Total Acreage.	Average per Acre, Total Crop.
	Acreage.	Yield, bus.	Average per Acre.	Acreage.	Yield, bus.	Average per Acre.			
1885	22,148,553	211,845,000	9.6	13,040,703	145,267,000	12.1	357,112,000	34,189,246	10.1
1886	24,534,579	302,412,000	12.3	12,271,605	154,906,000	12.6	457,218,000	36,816,184	12.5
1887	24,223,201	292,867,000	12.1	13,418,582	163,493,000	12.2	456,338,000	37,641,738	12.1
1888	22,953,800	277,962,000	11.6	13,382,338	137,916,000	10.3	415,968,000	37,826,138	11.1
1889	25,384,702	332,243,000	13.1	12,739,157	168,317,000	12.4	490,560,000	38,123,859	12.9
1890	23,620,104	236,374,000	10.9	12,667,060	143,888,000	11.4	389,262,000	38,087,154	11.1
1891	26,581,233	322,496,000	14.8	13,335,613	219,236,000	16.4	611,780,000	39,916,897	15.3
1892	25,989,076	359,191,000	13.8	12,568,354	166,758,000	13.3	515,949,000	38,554,430	13.4
1893	23,968,539	275,488,000	12.0	11,760,879	120,642,916	10.3	396,131,725	34,693,418	11.4
1894	23,306,500	336,396,840	14.0	11,575,936	133,868,576	11.6	460,267,416	34,892,436	13.3
1895	22,609,822	281,242,124	11.6	11,483,010	205,890,813	18.0	487,102,947	34,047,332	13.7
1896	22,732,718	267,634,004	11.8	11,824,928	159,750,343	13.5	427,684,346	34,618,646	12.4
1897	22,925,623	323,616,132	14.1	16,589,443	206,558,045	13.5	530,149,168	39,466,066	13.4
1898	25,744,848	382,492,032	14.9	18,310,430	292,656,678	16.0	675,145,706	44,055,278	15.3
1899	25,357,592	391,706,258	11.5	19,324,924	255,597,614	13.39	647,303,846	44,592,516	12.3
1900	26,225,897	350,025,409	13.3	16,256,488	172,204,066	10.59	522,239,505	42,495,265	12.99
1901	30,239,701	458,834,501	15.2	19,655,813	239,635,717	14.7	748,460,318	49,895,514	15.0
1902	28,581,426	411,788,666	14.4	17,620,968	256,274,343	14.7	670,063,008	46,202,424	14.5

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	WINTER WHEAT.				SPRING WHEAT.				OATS.			
	All Wheat				CORN.				Oats.			
	September.	April.	May.	June.	July.	August.	September.	October.	June.	July.	August.	September.
1893.	83	80	83	105	100	97	98	84	96	99	96	99
1894.	98	90.4	94	97	98	98	96	94	96	96	97	96
1895.	79	76.8	70	97	98	98	96	94	96	96	97	96
1896.	87.8	94.1	94.9	97	98.5	80.1	88.5	94	96	96.9	97.4	96.9
1897.	87	89.1	85.8	97.3	79.8	78.8	78.1	90.5	91	95.9	95.6	95.6
1898.	77.8	82	73.1	92.8	95.9	87.3	77.2	94.2	91.7	95.2	91.7	90.7
1899.	87.5	94	96	94.4	88.3	81.2	88.8	90.9	96.8	94.1	92.8	90.7
1900.	75.5	81	80	91.8	94.4	83.3	79.8	90.8	99.8	91.6	70.1	64.4
1901.	96.9	96.9	97.9	92.6	90.9	95.5	97.3	92.8	96.1	97.6	99.5	90.7
1902.	85.3	81.3	84.0	92.3	90.9	95.5	81.2	90.8	98.5	97.2	98.3	78.9
1903.	74	77.4	75.3	86.4	74.1	67.0	...	87	88.9	86.8	78.3	74.9
1904.	88.7	86.7	81.4	83.9	68.4	67.1	...	69.1	87	88.9	77.7	77.8
1905.	75.4	81.4	82.9	97.8	102.2	95.9	...	96.8	84.8	83.2	84.5	86.0
1906.	74.6	77.1	82.7	99.9	96.8	78.9	...	102.5	96.5	96.8	96.8	84.6
1907.	85.7	81.4	80.2	98.6	91.2	96.5	...	91.0	98.0	97.5	97.5	84.6
1908.	86.7	86	86.5	100.9	96	96.8	...	84.1	99	92.8	84.2	79.2
1909.	70.9	77.9	76.2	91.4	91.7	96.6	...	86.2	98.7	90.8	90.8	82.9
1910.	68.6	82.1	88.9	87.8	85.2	86.4	...	89.6	91.7	85.5	85.0	72.1
1911.	63.8	91.7	94.1	92.0	95.6	90.3	...	87.5	85.8	83.7	73.6	87.2
1912.	80.0	78.7	77.0	96.4	92.4	89.7	...	84.8	90.6	92.1	89.4	87.2

TRADE AND COMMERCE OF

THE WORLD'S WHEAT CROP

For Four Years, Revised up to January 28th, 1903.

From GEORGE BROOMHALL'S Corn Trade News, Liverpool.

Official returns are taken when obtainable, excepting in the case of the U. S. A., where recognized commercial estimates are adopted in preference. The returns represent the crops harvested in July and August of the years named, excepting in the cases of Argentina, Uruguay, Australasia and the Cape, which are harvested fifteen weeks subsequently, and in the cases of Chili and India still somewhat later. For the current year forecasts only can be given for these last two.

COUNTRIES.	1902.	1901.	1900.	1899.
EUROPE—				
France.....	44,000,000	88,900,000	40,700,000	45,700,000
Russia, proper.....	a 78,000,000	40,000,000	89,700,000	89,200,000
Poland.....		1,800,000	2,500,000	2,700,000
Cis-Caucasia.....		8,400,000	7,100,000	7,100,000
Hungary.....		15,400,000	17,700,000	17,600,000
Austria.....	6,200,000	5,200,000	5,100,000	6,200,000
Croatia and Slavonia.....	1,500,000	1,800,000	1,400,000	1,100,000
Herzegovina and Bosnia....	850,000	800,000	800,000	850,000
Italy.....	15,900,000	d 19,700,000	14,600,000	16,800,000
Germany.....	17,900,000	11,500,000	17,600,000	17,670,000
Spain.....	14,000,000	18,500,000	12,500,000	12,200,000
Portugal.....	1,800,000	1,800,000	1,000,000	800,000
Roumania.....	9,200,000	8,900,000	6,900,000	8,180,000
Bulgaria.....	4,000,000	8,000,000	8,800,000	9,580,000
Eastern Roumelia.....	900,000	800,000	700,000	400,000
Servia.....	1,000,000	1,100,000	1,200,000	1,400,000
Turkey-in-Europe.....	2,500,000	2,000,000	2,000,000	1,500,000
Greece.....	400,000	400,000	800,000	800,000
United Kingdom.....	7,800,000	6,700,000	6,800,000	8,400,000
Belgium.....	1,600,000	1,500,000	1,700,000	1,700,000
Holland.....	900,000	800,000	700,000	700,000
Switzerland.....	500,000	550,000	500,000	500,000
Sweden.....	400,000	550,000	630,000	540,000
Denmark.....	800,000	800,000	400,000	400,000
Norway.....	40,000	50,000	40,000	40,000
Cyprus, Malta, etc.....	250,000	250,000	800,000	250,000
Total Europe.....	224,740,000	188,900,000	185,670,000	189,110,000
AMERICA—				
United States.....	† 86,000,000	† 94,000,000	† 75,000,000	† 78,000,000
Canada.....	11,700,000	10,600,000	5,600,000	7,800,000
Mexico.....	2,000,000	2,000,000	2,000,000	2,000,000
Argentina.....	b 18,000,000	7,000,000	9,000,000	12,700,000
Chili.....	1,700,000	1,400,000	1,000,000	1,400,000
Uruguay.....	1,000,000	700,000	700,000	700,000
Total America.....	114,400,000	115,700,000	98,200,000	97,100,000
ASIA—				
India.....	c 29,000,000	28,200,000	81,800,000	28,000,000
Turkey-in-Asia.....	8,500,000	8,500,000	8,500,000	4,000,000
Persia.....	1,700,000	1,900,000	2,000,000	2,000,000
Japan.....	2,000,000	2,000,000	2,000,000	2,000,000
Total Asia.....	86,200,000	85,600,000	89,800,000	81,000,000
AFRICA—				
Algeria.....	8,800,000	2,900,000	2,200,000	1,500,000
Tunis.....	1,000,000	800,000	700,000	600,000
Egypt.....	1,000,000	1,100,000	1,200,000	1,100,000
The Cape.....	500,000	500,000	500,000	600,000
Total Africa.....	5,800,000	5,800,000	4,600,000	3,800,000
AUSTRALASIA—				
Victoria.....	400,000	1,500,000	2,200,000	1,900,000
South Australia.....	1,000,000	1,000,000	1,400,000	1,050,000
New South Wales.....	400,000	1,900,000	2,100,000	1,100,000
Tasmania.....	100,000	120,000	140,000	140,000
West Australia.....	100,000	110,000	100,000	100,000
Queensland.....	50,000	100,000	140,000	50,000
New Zealand.....	800,000	500,000	815,000	1,070,000
Total Australasia.....	2,850,000	5,180,000	6,895,000	5,410,000
World's total.....quarters	888,980,000	845,630,000	829,665,000	826,420,000
“.....bushels	8,071,920,000	2,755,040,000	2,687,820,000	2,611,860,000
“.....quintals	888,948,000	752,488,000	717,890,925	710,618,000
“.....hectolitres	1,118,570,000	1,002,827,000	966,028,500	946,618,000

* Believed to have been over-estimated.

† A conservative commercial estimate.

NOTES.—(a) Most recent estimate of Central Statistical Committee; probably an over-estimate.

(b) Two million below the recent optimistic official estimate.

(c) Estimate of growing crop.

(d) Revised October, 1902.

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled during 1902, was considerably less than for any of the three previous years, aggregating 666,440,210 pounds.

The receipts of hogs were 1,494,395 head, as against 2,336,945 head in 1901. Receipts of cattle and sheep, however, show a considerable increase.

The packing on both sides of the river for the winter season of 1901-1902 was 642,030 head, and for the twelve months ending March 1st, 1902, 1,725,407 head. The summer packing of 1902 was 760,000 head as compared with 1,083,377 the previous season. The amount of product handled in this market for past four years was as follows:

	1899.	1900.	1901.	1902.
Received, pounds.....	324,837,690	354,004,110	393,854,800	292,771,800
Shipped, pounds.....	885,825,145	889,946,455	396,188,896	373,668,410
Totals, pounds.....	710,162,835	743,950,565	789,538,496	666,440,210

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city still holds fourth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1901-02.	1900-1901.	1899-90.	1898-99.
Chicago	7,686,000	7,268,515	7,119,440	8,016,675
Kansas City	3,427,802	2,981,288	2,621,727	3,107,063
South Omaha	2,390,416	2,241,599	2,192,496	1,977,922
St. Louis	1,725,407	1,566,550	1,507,951	1,580,296
Indianapolis	1,225,300	1,185,800	1,145,252	1,098,556
Milwaukee & Cudahy	760,068	911,256	864,590	1,096,408
Sioux City	879,763	733,754	514,235	397,893
Cincinnati	569,782	617,082	656,244	696,069
St. Paul	658,591	514,385	394,098	354,435
Cedar Rapids	496,790	496,306	427,687	483,625
Cleveland	496,231	500,785	459,262	496,624
Louisville	375,000	390,425	397,975	459,521
Ottumwa	610,002	653,785	688,989	702,173
Nebraska City	180,746	114,962	235,928	288,816
St. Joseph	2,106,293	1,723,377	1,346,733	1,120,449
Fifteen places.	23,567,196	21,869,621	20,602,517	21,878,545
All other	1,844,480	1,731,063	1,596,304	1,773,150
Aggregate	25,411,676	23,600,674	22,200,821	23,651,695

DRESSED BEEF.

By PHILIP H. HALE, Publisher National Farmer and Stock Reporter.

In keeping with the continued growth of the St. Louis cattle market, the dressed beef trade broke the record once more. The gain in home slaughter in the year 1902 was 76,039 cattle and 43,119 calves. This is over and above the high mark of the previous year. This gain in slaughter is wholly due to the enlargement of the houses which have made every gain heretofore recorded. It ten years the dressed beef trade of the city has been enlarged four to one.

During the year 1902, another immense packing plant was erected at the East St. Louis National Stock Yards, which is fully capable of increasing its present output one-third. The new house is about finished and ready for business; thus insuring further gains in the dressed beef trade in the year 1903. The dressed beef trade handled 683,827 cattle and 103,893 calves in 1902. The cattle slaughter was the largest on record at the market, and the number of calves slaughtered and dressed for the market, passed the hundred thousand mark for the first time in the history of the city. The outward shipments of dressed beef and veal in the year 1902, amounted to the magnificent total of 318,387,455 pounds. This did not exceed the shipments of the previous year for the reason that home consumption claims larger and larger quantities each succeeding year. The refrigerated dressed beef received at St. Louis in the year 1902, amounted to 31,968,200 pounds, the smallest amount in five years, denoting without doubt the increasing ability of home slaughterers to control the local trade while gaining in general shipments to the large Eastern cities.

The firms engaged in the dressed beef trade of St. Louis, report unanimously great improvements in facilities and enlargement of plants. It is a trade in which St. Louis is gaining in greater proportion than other centers.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1902.....	683,827	103,893	318,387,455	31,968,200
1901.....	607,788	60,774	348,448,080	110,707,200
1900.....	484,564	50,116	298,807,310	85,460,100
1899.....	455,604	45,913	280,470,460	44,982,680
1898.....	459,051	49,794	277,755,720	48,285,850
1897.....	482,528	47,860	259,002,550	30,889,600
1896.....	540,230	58,330	248,748,200	17,847,900
1895.....	450,806	40,323	238,966,000	42,886,370
1894.....	355,677	32,609	196,059,375	64,612,340
1893.....	274,579	29,673	108,837,622	25,167,902
1892.....	180,790	8,531	65,071,696	25,584,484
1891.....	138,153	2,862	72,683,266	17,741,474
1890.....	131,124	2,735	65,987,253	22,790,102
1889.....	56,684	1,399	19,393,630	10,749,577

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1902.	1901.
By Chicago & Alton (Mo. Div.) R. R.....	5,258,000	29,236,300
By Missouri Pacific R. R.....	123,500	10,333,300
By Wabash (West) R. R.....	1,004,300	56,787,400
By Chicago & Alton (Main Line) R. R.....	156,300	506,000
By St. Louis, Keokuk & Northwestern R. R....	21,247,300	9,373,400
By Wabash (East) R. R.....	4,142,000	4,583,900
By Vandalia R. R.....		12,100
By Toledo, St. Louis & Western R. R.....	38,000	.....
Total pounds	31,068,300	119,707,300

SHIPMENT OF DRESSED BEEF IN POUNDS.

	1902.	1901.
Chicago, Peoria & St. Louis R. R.....	92,400	.....
Missouri Pacific R. R.....		41,700
Chicago & Alton Mo. Div.....	43,300	30,000
Missouri, Kansas & Texas R. R.....	76,800	506,650
St. Louis, Keokuk & Northwestern R. R.....	653,150	195,200
Toledo, St. Louis & Western Ry.....	57,476,200	70,787,930
Chicago, Burlington & Quincy R. R.....	28,700	28,700
St. Louis Valley R. R.....	1,000	.....
St. Louis Southwestern R. R.....	850,250	49,950
St. Louis, Iron Mountain & Southern R. R.....	2,023,350	2,814,405
Illinois Central R. R.....	11,984,500	18,036,870
Louisville & Nashville R. R.....	3,098,050	6,048,715
Southern Railway.....	132,800	29,250
Baltimore & Ohio Southwestern R. R.....	13,334,600	10,926,225
Chicago & Alton R. R.....	71,871,800	76,864,450
Cleveland, Cincinnati, Chicago & St. Louis R. R.	49,455,050	53,720,709
Vandalia R. R.....	44,029,650	42,054,520
Wabash R. R. (East).....	58,595,350	59,673,420
Mobile & Ohio R. R.....	763,100	304,635
Louisville, Henderson & St. Louis R. R.....	4,651,100	6,063,690
River.....	237,705	273,800
Total pounds	318,387,455	348,443,030

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,538,800	"
"	"	"	"	1900	"	1,762,560	"
"	"	"	"	1901	"	2,419,140	"
"	"	"	"	1902	"	4,583,680	"

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1903 AND COMPARISONS WITH PREVIOUS YEARS.

BY	RECEIPTS.				SHIPMENTS.			
	Bld Fork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	Bld Fork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
Chicago & Alton R. R. Missouri Div.	549	1,863,800	12,628,100	5,049,400	28	26,000	185,000	185,000
Missouri Pacific R. R.	620	5,752,600	41,561,400	5,621,100	287	2,679,819	618,150	618,150
St. Louis & San Francisco R. R.		701,700	199,800	192,400	176	9,000	4,852,600	9,000
Wabash R. R. (West)	426	626,800	40,441,800	4,149,800		210,000		98,950
St. Louis, Kansas City & Colorado R. R.					5	5,700	190,100	15,400
Missouri, Kansas & Texas R. R.			23,700	1,800	447	278,400	868,400	868,400
St. Louis Southwestern R. R.						142,850	4,215,900	564,150
St. Louis, Iron Mountain & Southern R. R.			25,000	1,261,100		2,110,919	29,871,159	4,991,245
Illinois Central R. R.			82,600	978,500	1,067	4,564,960	95,276,909	7,989,410
Louisville, Henderson & St. L. R. R.		200	8,100	500	8,006	8,947,000	8,669,900	2,528,659
Louisville & Nashville R. R.		13,900	15,800	51,400	809	9,466,609	9,091,000	1,951,560
Mobile & Ohio R. R.			5,200	608,100		668,800	16,667,859	5,777,560
Southern Railway				8,200	870	1,298,850	5,078,000	8,456,450
Baltimore & Ohio S. W. R. R.						1,469,850	8,467,800	4,990,000
Chicago & Alton R. R.	2,880	557,900	22,897,700	8,680,100	556	1,912,400	10,268,900	4,828,150
Cleveland, Cin., Chicago & St. L. R. R.				6,900	200	2,740,950	11,454,700	2,987,980
Vandalia & Terre Haute R. R.	690		13,644,900	8,990,200		1,556,200	714,900	600,450
Wabash R. R. (East)			855,700			8,677,640	4,285,190	8,818,880
Toledo, St. Louis & Western R. R.					585	8,696,800	45,859,800	4,517,900
Chicago, Peoria & St. Louis R. R.				638,080			176,180	176,180
Chic., Burl. & Quincy R. R.			8,857,000				1,203,660	43,000
St. Louis, Keokuk & Northwestern R. R.	865	5,728,500	92,069,700	16,862,800		112,500	245,600	98,600
St. Louis Valley R. R.				10,000	120	22,150	70,400	5,000
Upper Mississippi River				2,400	261	517,315	2,189,620	45,845
Lower							24,426	523,465
Illinois							19,100	15,200
Missouri							5,250	19,850
Ohio, Cumberland & Tenn. Rivers.					8	48,455	445,680	22,890
Total, 1903	4,970	15,852,800	283,249,700	45,196,000	78,365	46,596,730	246,477,215	77,185,585
" 1901	6,028	12,841,900	324,294,000	55,578,880	10,526	55,525,871	287,208,964	98,635,501
" 1900	11,859	11,755,900	292,051,600	47,984,410	14,011	51,398,650	280,983,080	115,089,655
" 1899	18,848	8,562,600	265,947,500	52,792,430	12,980	68,799,820	212,211,910	106,998,215
" 1898	10,011	16,987,600	211,698,760	67,577,100	17,718	41,897,645	170,630,235	96,175,189
" 1897	4,175	21,969,300	265,224,700	67,325,900	10,176	47,943,270	183,966,231	92,886,773
" 1896	4,285	11,614,300	190,356,100	26,707,600	17,469	40,759,580	171,407,670	84,876,447
" 1895	2,935	14,270,300	178,435,100	36,989,100	15,193	33,714,932	208,100,011	94,701,066
" 1894	3,694	10,649,000	180,864,000	37,676,000	15,668	29,452,696	233,298,261	90,196,782
" 1893	3,516	8,137,940	177,745,680	25,436,265	10,638	42,461,563	180,566,466	71,676,863

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

RECEIPTS FOR THIRTY-ONE YEARS.				SHIPMENTS FOR THIRTY-ONE YEARS.			
Year.	Pork Bbls.	Hams, Meats, Lbs.	Lard, Lbs.	Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.
1902.....	4,970	248,632,500	43,195,000	1902.....	7,886	295,044,005	77,135,565
1901.....	5,028	336,635,900	55,573,380	1901.....	10,526	295,528,405	98,655,501
1900.....	11,380	303,847,500	47,994,410	1900.....	14,011	272,274,710	115,009,655
1899.....	13,343	269,519,100	52,792,420	1899.....	12,880	275,971,730	106,906,215
1898.....	10,111	228,626,300	57,577,100	1898.....	17,718	212,028,070	90,175,130
1897.....	4,175	307,193,900	67,222,900	1897.....	10,176	230,914,601	98,828,778
1896.....	4,235	171,969,400	23,707,600	1896.....	17,492	212,163,700	84,875,547
1895.....	2,965	187,696,200	26,939,100	1895.....	15,186	241,814,093	94,731,066
1894.....	38,640	201,513,000	27,878,000	1894.....	15,668	252,425,847	90,088,732
1893.....	3,516	185,886,620	23,436,285	1893.....	10,683	211,618,018	71,675,953
1892.....	10,220	237,703,808	24,696,352	1892.....	20,369	282,827,819	82,713,571
1891.....	3,658	254,647,388	37,417,535	1891.....	26,521	273,174,494	80,382,032
1890.....	5,528	269,769,823	32,463,302	1890.....	40,989	294,392,724	77,575,403
1889.....	2,679	189,601,764	24,869,848	1889.....	29,447	228,586,860	80,878,803
1888.....	6,431	133,588,847	15,187,970	1888.....	24,901	163,352,336	78,154,931
1887.....	5,275	94,579,080	18,956,881	1887.....	38,281	143,934,139	69,406,458
1886.....	6,967	67,853,334	11,924,131	1886.....	46,816	117,302,729	48,710,130
1885.....	6,632	81,454,040	8,906,586	1885.....	66,316	128,709,562	47,137,038
1884.....	9,050	78,946,821	10,742,561	1884.....	57,194	132,563,029	50,445,090
1883.....	9,656	119,365,201	9,975,552	1883.....	75,239	163,150,959	43,740,070
1882.....	78,502	92,217,513	18,480,610	1882.....	100,139	140,785,135	39,829,146
1881.....	17,692	77,736,968	16,526,606	1881.....	71,826	139,012,260	43,449,768
1880.....	13,658	77,376,418	8,248,208	1880.....	79,416	146,362,997	38,004,829
1879.....	32,113	92,983,380	8,415,176	1879.....	89,385	159,398,870	38,925,903
1878.....	52,200	58,611,064	7,019,741	1878.....	112,375	125,602,088	40,452,505
1877.....	45,482	48,203,972	7,067,001	1877.....	108,768	119,955,382	34,725,726
1876.....	45,632	50,290,716	6,067,325	1876.....	86,141	106,803,076	29,292,879
1875.....	46,547	51,556,146	6,732,320	1875.....	95,503	105,809,598	24,145,176
1874.....	55,453	52,104,380	6,877,560	1874.....	90,343	133,486,380	27,112,270
1873.....	57,476	50,071,760	8,981,820	1873.....	105,876	184,392,770	37,156,810
1872.....	60,297	63,434,860	11,288,890	1872.....	114,329	147,141,960	33,943,860

TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Cincinnati Price Current.

	1901-02.	1900-01.	1899-00.	1898-99.
Packed in the West.....	25,411,000	23,601,000	22,201,000	23,651,000
Packed at Boston.....	1,406,000	1,870,000	1,647,000	1,789,000
Other New England packing....	720,000	786,000	626,000	738,000
Packed at Buffalo.....	552,000	848,000	861,000	447,000
Other Eastern packing.....	291,000	810,000	268,000	185,000
Receipts, New York, Philadelphia, Baltimore.....	2,285,000	2,620,000	2,679,000	2,978,000
Total.....	80,895,000	28,960,000	28,172,000	29,796,000

GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1901-1902, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

WINTER SEASON.

November 1 to March 1—	1901-02.	1900-01.
Number of hogs packed.....	10,840,196	9,277,750
Increase	1,062,446	
Average live weight, lbs.....	206.88	230.81
Decrease	28.93	
Average yield of lard, lbs.....	31.80	34.16
Decrease	2.86	
Percentage yield of lard.....	15.16	14.83
Increase .....	.83	
Cost of hogs, 100 lbs., alive.....	\$5.97	\$5.02
Increase .....	.95	
Aggregate live weight, lbs.....	2,183,972,000	2,186,854,000
Decrease	2,882,000	
Green meats made, lbs.....	1,170,114,000	1,178,875,000
Decrease	8,781,000	
Lard made, lbs.....	323,636,000	316,923,000
Increase	6,713,000	
Total meats and lard, lbs.....	1,493,780,000	1,495,798,000
Decrease	2,018,000	
Aggregate cost of hogs.....	\$127,519,000	\$107,248,000
Increase.....	\$20,271,000	
Tierces of lard, 330 lbs.....	960,700	966,400
Increase	14,800	
Meas pork made, barrels.....	72,970	60,885
Increase	12,085	
Other pork, barrels.....	143,660	158,340
Decrease	14,680	
Pork of all kinds, barrels	216,630	219,225

SUMMER SEASON.

March 1 to November 1—	1901.	1900.
Number of hogs packed.....	15,071,480	14,822,924
Increase	748,556	
Average live weight, lbs.....	219.48	228.74
Decrease	9.26	
Average yield of lard, lbs.....	81.81	84.12
Decrease	2.31	
Percentage yield of lard.....	14.13	14.92
Decrease .....	.79	
Cost of hogs, 100 lbs., alive.....	\$5.92	\$5.12
Increase .....	.80	
Aggregate live weight, lbs.....	3,307,986,000	3,276,232,000
Increase	81,704,000	
Green meats made, lbs.....	1,836,066,000	1,804,575,000
Increase	81,480,000	
Lard made, lbs.....	479,493,000	498,780,000
Decrease	9,267,000	
Total meats and lard, lbs.....	2,815,548,000	2,298,355,000
Increase	22,193,000	
Aggregate cost of hogs.....	\$195,827,000	\$167,424,000
Increase	\$28,398,000	
Tierces of lard, 330 lbs ..	1,453,000	1,481,100
Decrease	28,100	
Mess pork made, barrels.....	83,325	14,320
Increase	18,995	
Other pork, barrels	216,670	188,660
Increase	28,010	
Pork of all kinds, barrels.....	249,895	202,950

TOTAL FOR TWELVE MONTHS.

Year ending March 1—	1901-1902.	1900-01
Number of hogs packed	25,411,676	23,600,674
Increase	1,811,002	
Average live weight, lbs.....	214.15	229.36
Decrease	15.21	
Average yield of lard, lbs	81.60	84.14
Decrease	2.54	
Percentage yield of lard.....	14.75	14.88
Decrease .....	.13	
Cost of hogs, 100 lbs., alive.....	\$5.94	\$5.07
Increase .....	.87	
Aggregate live weight, lbs.....	5,441,806,000	5,418,076,000
Increase	28,822,000	
Green meats made, lbs	3,006,199,000	2,968,540,000
Increase	23,749,000	
Lard made, lbs.....	803,129,000	805,703,000
Decrease	2,574,000	
Total meats and lard, lbs.....	3,809,328,000	3,789,153,000
Increase	20,175,000	
Aggregate cost of hogs.....	\$323,346,000	\$274,682,000
Increase	\$48,664,000	
Tierces of lard, 330 lbs	2,433,700	2,441,500
Decrease	7,800	
Mess pork made, barrels.....	106,196	75,175
Increase	81,020	
Other pork, barrels.....	360,330	347,000
Decrease	13,330	
Pork of all kinds, barrels.....	466,525	422,175

WINTER PACKING AT ST. LOUIS FOR THIRTY-ONE SEASONS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1901-1902.....	642,080.....	182.96 gross.	..30.....	.....\$5.95
1900-1901.....	667,000.....	210 ..	..33.....	.....5.03
1899-1900.....	613,653.....	210 ..	..30.10.....	.....4.80
1898-99.....	729,086.....	208 ..	..32.26.....	.....3.48
1897-98.....	526,440.....	205 ..	..32.....	.....3.54
1896-97.....	412,588.....	214.26 ..	..38.47.....	.....3.30
1895-96.....	387,697.....	224.73 ..	..32.02.....	.....3.68
1894-95.....	373,162.....	223.61 ..	..31.66.....	.....4.28
1893-94.....	255,064.....	224.88 ..	..38.53.....	.....5.28
1892-93.....	226,206.....	219.04 ..	..31.30.....	.....6.47
1891-92.....	350,483.....	234.39 ..	..31.64.....	.....4.07
1890-91.....	291,332.....	241.91 ..	..33.41.....	.....3.65
1889-90.....	348,810.....	241.48 ..	..33.18.....	.....3.69
1888-89.....	336,176.....	233.42 ..	..32.12.....	.....4.95
1887-88.....	369,790.....	233.05 ..	..30.21.....	.....5.14
1886-87.....	370,866.....	245.42 ..	..35.49.....	.....4.30
1885-86.....	369,130.....	257.21 ..	..34.39.....	.....3.74
1884-85.....	442,087.....	259.74 ..	..34.90.....	.....4.35
1883-84.....	382,232.....	249.70 ..	..33.45.....	.....5.20
1882-83.....	327,004.....	259.81 ..	..34.53.....	.....6.33
1881-82.....	316,379.....	253.97 ..	..35.13.....	.....6.21
1880-81.....	474,159.....	250.86 ..	..35.56.....	.....4.63
1879-80.....	577,793.....	258.18 ..	..36.08.....	.....4.06
1878-79.....	629,261.....	264 ..	..40.45.....	.....2.83
1877-78.....	509,540.....	270 ..	..38.30.....	.....3.96
1876-77.....	414,747.....	255 ..	..33.55.....	.....5.70
1875-76.....	329,895.....	268.47 ..	..36.56.....	.....7.17
1874-75.....	462,246.....	240 ..	..30.....	.....7.00
1873-74.....	463,793.....	261.53 ..	..34.18.....	.....
1872-73.....	538,000.....	260 ..	..34.50.....	.....
1871-72.....	419,632.....	263.15 ..	..35.17.....	.....

SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1902.....	760,000.....	206
1901.....	1,088,877.....	190
1900.....	989,500.....	205
1899.....	894,298.....	207
1898.....	861,200.....	207.50
1897.....	719,870.....	212.77
1896.....	676,975.....	208.55
1895.....	449,680.....	220
1894.....	496,298.....	222.90
1893.....	323,789.....	218
1892.....	304,438.....	223
1891.....	313,705.....	218.74
1890.....	356,768.....	223.24
1889.....	380,792.....	233.14
1888.....	346,281.....	225
1887.....	313,591.....	245
1886.....	351,048.....	245
1885.....	244,004.....	248
1884.....	269,814.....	220.80
1883.....	225,000.....	235
1882.....	315,176.....	217.86
1881.....	350,099.....	235
1880.....	410,000.....	240
1879.....	350,000.....	250
1878.....	143,666.....	265
1877.....	148,277.....	247

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1901-1902.....	1,725,407 hogs.
" " 1900-1901.....	1,566,550 "
" " 1899-1900.....	1,507,951 "
" " 1898-99.....	1,580,286 "
" " 1897-98.....	1,238,810 "
" " 1896-97.....	1,069,533 "
" " 1895-96.....	837,377 "
" " 1894-95.....	869,453 "
" " 1893-94.....	578,873 "
" " 1892-93.....	530,634 "
" " 1891-92.....	664,188 "
" " 1890-91.....	648,100 "
" " 1889-90.....	739,602 "
" " 1888-89.....	683,437 "
" " 1887-88.....	663,381 "
" " 1886-87.....	721,914 "
" " 1885-86.....	613,134 "
" " 1884-85.....	711,901 "
" " 1883-84.....	697,123 "
" " 1882-83.....	533,180 "

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1879-80.....	6,950,451	212.94	36.32	4.18
1880-81.....	6,919,456	207.71	35.65	4.64
1881-82.....	5,747,760	210.16	36.44	6.06
1882-83.....	6,132,312	218.62	36.43	6.23
1883-84.....	5,402,664	201.15	33.25	5.18
1884-85.....	6,490,240	206.51	36.02	4.29
1885-86.....	6,298,995	208.99	35.22	3.66
1886-87.....	6,439,009	251.81	33.54	4.19
1887-88.....	5,921,181	242.80	31.06	5.04
1888-89.....	5,483,552	233.46	34.76	4.99
1889-90.....	6,603,892	250.92	36.37	3.66
1890-91.....	8,173,126	236.75	33.45	3.54
1891-92.....	7,761,216	247.64	34.64	3.91
1892-93.....	4,653,520	237.73	31.66	6.54
1893-94.....	4,834,082	248.30	36.07	5.36
1894-95.....	7,191,520	232.73	33.62	4.28
1895-96.....	6,815,800	240.71	35.53	3.98
1896-97.....	6,949,090	244.80	36.94	3.80
1897-98.....	8,140,735	235.35	34.73	3.58
1898-99.....	9,720,145	232.65	35.58	3.63
1899-1900.....	8,675,878	235.67	35.97	4.29
1900-1901.....	9,277,750	230.81	34.16	5.02
1901-1902.....	10,840,196	206.38	31.30	5.97

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard.
1884	4,058,868	234.58	32.44
1885	4,964,572	234.58	33.44
1886	4,644,003	238.98	34.01
1887	5,611,526	227.00	30.98
1888	5,315,123	231.88	31.85
1889	6,881,501	246.28	35.94
1890	9,540,008	238.47	36.30
1891	6,696,396	231.76	31.29
1892	7,757,110	222.49	31.33
1893	6,731,000	240.41	34.64
1894	8,813,125	239.98	33.05
1895	8,194,885	226.52	33.10
1896	9,979,888	240.76	40.61
1897	11,760,475	239.12	36.41
1898	13,981,550	231.26	33.24
1899	13,542,948	231.46	35.66
1900	14,322,924	228.74	34.12
1901	15,071,480	219.48	31.81
1902 estimated	12,060,000	223.00	31.00

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

Years.	Summer.	Winter.	Total.	Years	Summer.	Winter.	Total.
1901-1902	15,071,480	10,840,196	25,411,676	1892-93	7,757,110	4,633,520	12,390,630
1900-1901	14,322,924	9,277,750	23,600,674	1891-92	6,696,396	7,761,916	14,457,614
1899-1900	13,542,948	8,678,878	22,200,821	1890-91	9,540,008	8,173,126	17,713,134
1898-99	13,981,550	9,720,145	23,651,695	1889-90	6,881,501	6,063,802	12,945,303
1897-98	11,760,475	8,440,785	20,201,260	1888-89	5,315,123	5,468,852	10,783,974
1896-97	9,979,888	6,949,090	16,928,978	1887-88	5,611,526	5,921,181	11,532,707
1895-96	8,194,885	6,515,900	15,010,635	1886-87	5,644,003	6,450,009	12,093,012
1894-95	8,813,125	7,191,520	16,003,645	1885-86	4,964,572	6,298,395	11,263,567
1893-94	6,730,924	4,884,062	11,605,006	1884-85	4,058,868	6,460,340	10,519,108

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, Erie, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

YEAR.	Summer.	Winter.	12 months.
1901-1902	1,728,000	1,021,000	2,749,000
1900-1901	1,683,000	1,077,000	2,760,000
1899-1900	1,996,000	1,096,000	3,092,000
1898-99	1,895,000	1,269,000	3,164,000
1897-98	1,883,600	1,188,500	3,072,100
1896-97	1,659,800	1,131,100	2,790,900
1895-96	1,646,500	1,056,000	2,602,500
1894-95	1,863,000	1,235,500	3,098,500
1893-94	1,638,205	1,068,029	2,701,234
1892-93	1,989,720	1,026,310	3,016,030
1891-92	1,658,409	1,113,754	2,772,163
1890-91	1,478,961	1,066,200	2,545,161
1889-90	1,378,520	869,813	2,338,333
1888-89	1,231,069	859,494	2,090,563
1887-88	1,306,549	961,708	2,268,557
1886-87	1,113,410	807,115	1,920,525
1885-86	991,448	687,810	1,679,258
1884-85	935,238	614,516	1,549,754

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1902,
As reported by Mr. O. P. Austin, Chief of Bureau of Statistics, Washington, D. C.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or pickled, or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
Baltimore	2,853,178	1,124,180	4,422,352	1,635,488	11,349,342	4,182,834	6,581,142	63,736,419
Boston and Charleston....	4,179,533	66,709,836	3,652,824	1,074,491	25,969,566	81,156,181	48,621,554	60,592,567
Newport News.....	2,991,096	.....	.....	.....	.....	23,975	426,088	13,422,250
New York	46,353,278	164,015,337	28,336,144	12,050,497	165,784,271	61,824,647	35,235,028	242,056,220
Norfolk and Portsmouth....	518,465	.....	.....	66,595	.....	.....	.....	3,434,610
Philadelphia.....	7,506,727	4,386,005	3,330,895	3,733,128	27,586,895	13,948,590	3,068,951	76,960,884
Portland, Me	5,214,655	1,597,295	1,760,921	221,954	22,341,550	37,340,651	3,580,129	15,459,675
Mobile	58,262	.....	47,250	300	11,481	2,476,113	3,420,836	8,792,544
New Orleans	7,769,250	75,118	383,022	184,985	482,307	737,506	1,187,859	7,103,221
San Francisco	1,024,685	26,538	144,235	2,003,043	298,376	665,553	133,948	7,714,746
Principal nor. border dis.	2,525,150	3,167,205	3,957,995	128,437	12,900,885	13,407,984	5,629,976	9,061,893
Other Districts	365,703	913,579	1,694,389	206,547	3,416,468	9,718,355	21,492,052	7,825,111
Total Exports, 1902.....	81,362,981	242,015,083	47,198,991	21,365,465	270,141,141	224,982,389	139,433,963	504,160,555
" " " 1901.....	53,239,582	354,421,731	52,598,512	51,848,309	447,620,337	220,456,004	168,212,115	607,266,176
" " " 1900.....	51,915,745	326,356,576	56,351,147	92,555,436	469,924,828	198,328,048	166,491,822	600,473,372
" " " 1899.....	49,393,218	322,635,630	46,065,647	97,084,411	568,005,388	216,646,559	171,615,148	600,068,669
" " " 1898.....	37,896,632	267,408,906	48,724,793	106,819,190	619,683,230	220,011,750	147,231,864	736,636,232
" " " 1897.....	42,804,831	279,882,590	43,854,117	55,606,096	678,082,822	171,956,663	72,949,589	628,220,611
" " " 1896.....	61,168,927	282,925,463	85,893,296	85,449,086	436,859,660	156,912,852	63,859,513	528,320,203
" " " 1895.....	61,463,112	184,358,114	65,092,722	24,377,117	455,580,851	110,360,526	70,129,941	517,398,756
" " " 1894.....	59,524,704	204,314,960	65,360,094	34,576,587	440,544,068	95,945,141	63,670,407	479,703,309
" " " 1893.....	69,710,539	172,897,488	54,307,218	62,233,539	547,636,890	81,776,512	50,694,673	341,834,808
" " " 1892.....	90,112,775	232,983,363	70,360,653	87,022,614	523,458,670	82,296,622	78,193,253	463,910,696

WEEKLY PRICES OF PROVISIONS FOR 1902.

DATE.	PORK.		LARD.		D. S. CLEAR RIB.		BACON. CLEAR RIB.	
	Mess.		Prime Steam.		Bulk.		Packed.	
	\$	c.	\$	c.	\$	c.	\$	c.
January 4.....	16 40	@16 50	9 65	@9 90	8 67½	@8 80	9 75	
11.....	16 20	16 50	9 25	9 85	8 40		9 62½	
18.....	16 25		9 27½		8 62½	8 67½	9 62½	
25.....	15 90		9 22½		8 50	8 55	9 50	
February 1.....	15 20		9 12½		8 45	8 47½	9 87½	
8.....	15 25		9 15		8 55	8 60	9 87½	
15.....	15 85		9 25		8 57½	8 62½	9 87½	
22.....	15 10		9 15		8 47½	8 52½	9 87½	
March 1.....	15 05		9 07½		8 35	8 40	9 25	9 87½
8.....	14 90		9 15		8 87½	8 42½	9 25	9 87½
15.....	15 00		9 12½		8 40	8 45	9 50	
22.....	15 20		9 22½		8 55	8 60	9 50	
29.....	16 20		9 45		8 87½		9 75	
April 5.....	16 15		9 80		9 07½	9 12½	10 12½	
12.....	16 42½		9 50		9 22½	9 27½	10 87½	
19.....	16 40		9 55		9 32½	9 37½	10 87½	10 50
26.....	16 75		9 80		9 52½	9 57½	10 50	
May 8.....	17 05		10 02½		9 70	9 75	10 50	
10.....	17 45		10 15		9 72½	9 77½	10 62½	
17.....	17 47½		10 20		9 80	9 85	10 87½	
24.....	17 22½		10 07½		9 80	9 85	10 87½	
31.....	17 25		10 00		9 92½	10 00	10 87½	
June 7.....	17 45		10 10		10 22½	10 27½	11 12½	
14.....	17 57½		10 02½		10 47½	10 52½	11 50	
21.....	17 97½		10 25		10 60	10 75	11 62½	11 75
28.....	18 25		10 25		10 67½	10 72½	11 87½	
July 5.....	18 62½		10 45		10 75	10 80	11 87½	
12.....	18 67½		11 05		10 80	10 85	12 00	
19.....	18 80		10 62½		10 85	10 90	12 12½	
26.....	17 22½		10 47½		10 47½	10 52½	12 00	
August 2.....	17 85		10 70		10 55	10 60	12 12½	
9.....	16 85		9 87½		10 02½	10 10	11 87½	
16.....	16 32½		9 95		9 77½	9 82½	11 00	
23.....	17 27½		10 85		9 87½	10 02½	11 87½	
30.....	17 50		10 02½		10 82½	10 87½	11 87½	
September 6.....	17 80		10 27½		10 50	10 55	11 62½	
13.....	17 20		10 60		10 80	10 85	12 00	
20.....	17 15		10 60		11 05	11 10	12 25	
27.....	17 00		9 90		10 90	10 95	12 62½	
October 4.....	17 45		10 15		11 40	11 45	12 62½	
11.....	17 40		10 85		11 40	11 45	12 62½	
18.....	18 00		10 85		11 60	11 65	12 62½	
25.....	17 65		10 75		11 10	11 15	12 62½	
November 1.....	16 10		10 52½		11 00	11 25	12 50	
8.....	16 10		10 67½		11 25		12 50	
15.....	15 90		10 25		10 90		12 87½	
22.....	17 85		10 62½		10 40	10 50	12 50	
29.....	17 45		10 90		9 75	10 00	11 25	
December 6.....	17 75		10 70		8 75	8 87½	10 50	
13.....	18 00		10 85		8 60	8 70	10 50	
20.....	17 90		10 25		8 60	8 75	10 50	
27.....	18 45		10 17½		8 60	8 75	10 50	

LIVE STOCK.

By E. S. McINTYRE, Assistant Editor of the Daily National Live-Stock Reporter.

For the first time in the history of the live stock market at St. Louis the receipts of cattle passed the million mark, the total arrivals amounting to 1,181,628 head, which is 211,747 more than the previous record made in 1901, and more than double the number received any year prior to 1891. The arrivals of sheep, 540,443, is also a slight increase over 1901, and the largest ever received except in 1896 and 1897. Hog receipts amounted to 1,494,395 head, which is not only nearly 750,000 less than arrived in 1901, but less than arrived any year since 1895. The drouth and the failure to raise a corn crop in Missouri during 1901 is the cause for so large a falling off of hog supplies. Compared with last year, the receipts of horses and mules show a loss of nearly 27,000 head, and are the smallest since 1897. The total number of all classes of stock combined received during the year amounts to 3,391,163 head, which is the largest on record except 1901.

While the arrivals of cattle were increasing, the demand was also growing, and as a cattle market, St. Louis at the close of 1902 holds a much stronger position than ever before. As for the arrivals of hogs, they were simply a disappointment to the buying interest from the beginning to the close of the year; in fact the greater portion of the time the supply was not more than half as large as the demand. The demand from the larger packing houses at present is not only greater than ever before, but local butchers which are a larger factor in the trade here than at any other market in the United States, are using larger numbers of all kinds of stock than at any time in the past. Another feature of the trade which has been on the increase for several years, is the percent of arrivals bought and slaughtered locally. It is very seldom that prices offered justify forwarding the stock to other markets, as was the case up to a few years ago.

Another improvement in the market is, that at present the demand is more uniform one day with another, than ever before; consequently the arrivals during 1902 were well cleaned up each day. The amount of business done in dollars and cents is by far the largest since the establishment of the market, as values were on the highest basis in all branches of the trade. While the growth of the market in the past has been enormous, the outlook for the future is brighter than ever before. Another great slaughter house will be open for business early in the spring, and as it will have a capacity of 1,500 cattle, 3,500 hogs and 2,500 sheep per day, increased supplies will be needed to meet this enormous demand.

NATIVE CATTLE.

Owing to the drouth in Missouri which caused stock raisers to market their cattle in 1901 instead of holding them over and breeding them as they generally do, the receipts of native cattle last year show quite a decrease compared with the previous year. This decrease was principally of good to choice, corn fed beef steers. This of course made the better class sell at a premium, and not for many years has the price for good butcher and export cattle been as high as during the year just closed.

The highest price paid during the year was \$8.75 per cwt. during August, and the top reached \$8.00 or more nine different weeks, while more than half the weeks in the year it was \$7.00 or more. Under normal conditions, prices \$2.00 per cwt. less than these would be considered high. Other grades of stock sold proportionately as high. The extraordinary high prices paid is sufficient proof that the demand was extra good. In the stocker and breeder line the business also shows a decrease which is also explained by the heavy marketing of cattle from Missouri during 1901. Illinois and eastern breeders who usually get their supplies at this market were greatly disappointed at the small number that arrived, and many times had to look elsewhere for cattle or do without them.

From every point of view, the prospects for native cattle trade in this market is much better than ever before. The demand has already increased and larger supplies are expected.

SOUTHERN CATTLE.

In the Southern or Quarantine Department, cattle arrivals broke all previous records, by nearly 10,000 cars, or about 275,000 head. The total number of cars received during the year was 27,487, containing 800,562 cattle. The St. Louis market has been recognized for many years as the largest in the United States for quarantine cattle, and the fact was still more noticeable during the past year. The record was also broken in prices; the best selling up to \$8, and the general market throughout the year was also much higher than ever before. There are two reasons for this, one the small supplies of native, and the other that the cattle were of better quality, and better prepared to make beef than any time in the past.

Southern cattlemen are fast finding out that this is the best market from every point of view, and the prospects are good that in a few years there will be but one market for quarantine cattle, and that one will be located at St. Louis.

HOGS.

The hog market was a disappointment to the trade from the beginning to the end of the year. The receipts for the year show a loss as compared with 1901 of nearly 750,000 head, or about 2,500 per day, and were the smallest since 1895, but larger than any year previous to that time. The redeeming feature of the arrivals were their quality. Never in the history of the market was there so large a proportion of the receipts good, well fattened, medium and heavy weights. This is explained by the territory

from which they came. Iowa and Central Illinois furnished a much larger number than ever before. Missouri on account of failure to raise a corn crop in 1901, marketed less hogs than any year for a quarter of a century, and the southern part of the State and Arkansas, practically shipped no hogs of any kind. The total number of pigs and lights received during the year is not any larger than were received during the last two months of 1901. So while the number of head shows an enormous decrease, the decrease in pounds is not near so large.

The year opened with the best hogs selling around \$6.75, which was \$1.50 per cwt. higher than the opening of 1901. During the first three months of the year values declined slightly, but early in the spring prices took an upturn and continued to advance until the middle of July, when the best hogs sold at \$8.25, the highest price reached since early in 1893. The market then began declining, and by the middle of August the loss amounted to about 75 cents per 100 pounds, when another advance set in, and by the middle of September prices were almost as high as during the best time of the year. During the last three months of the year there was a steady decline, and at the close the market was fully \$1.50 per 100 pounds lower than the high time in July, and on exactly the same basis as at the beginning of the year. At the high time prices were \$2 higher than at the same time the previous year, and throughout the year ranged as a rule fully \$1.50 higher, and more than double prices paid a few years ago during the extreme low period.

Not more than a dozen days during the entire year did the receipts approach what might be called a liberal supply, but most of the time were not sufficient to meet more than half of the demand. So great was the local demand that the Eastern buyers, which heretofore have been an important factor in the trade, were almost entirely shut out. Never was there so good a demand from the small city butchers, which of course made competition keen on the best grades, and frequently they not only sold as high as some of the Eastern markets, but often higher. Packers as a rule got only about half the number wanted; yet they were willing to pay good strong prices for them. It is hoped and expected that not only the decrease of the past year will be made up in 1903, but that all previous records will be greatly surpassed. This will be necessary in order to meet the demand, as buyers already on the field not only want increased supplies, but the new plant, which will soon be in operation, will need over half a million. This enormous demand insures to the farmers tributary to St. Louis, a good strong market for all the good quality, well fattened hogs they can possibly raise.

SHEEP.

The sheep market during 1902 was in good condition from every point of view. The receipts amounted to 540,443 head, which is a slight increase over 1901, and the largest on record except in 1896 and 1897. The demand was larger and more uniform than ever before, and prices averaged higher than any year recently. While the receipts are not quite the largest ever

received, the sales are by far the largest, as practically the entire number received were sold, and all that were fit for mutton were slaughtered by local concerns.

The only fault to find with this branch of the trade was that supplies were not sufficient to meet the demand, and buyers were frequently forced to make purchases at other markets and ship them in to fill urgent orders. This of course is sufficient proof that everything offered for sale, found the market on a good high basis compared with others where supplies were larger than the demand.

Another branch of the sheep trade which has improved considerably in the past few years, but is yet in its infancy, is the stocker and feeder department. Country buyers secured nearly twice as many sheep in 1902 as during the year previous, and yet were unable to get more than one-half as many as they wanted. No branch of the trade has any brighter future before it than the sheep department, and farmers and stock raisers tributary to St. Louis will be well paid for their trouble if they will give this matter a little more attention.

The year opened with the best lambs selling around \$5.00 per cwt., but gradually advanced until they were bringing \$7.00. In the mean time good mutton sheep advanced from \$4.25 to \$6.35. The first spring lambs sold quickly at \$10.00 per cwt., but declined to \$7.00 by July 1st. Sheep also declined until early in the summer, the best were selling around \$4.00. Lambs continued to decline until by the 1st of October the best were worth only \$5.50, and showed no material change between that time and the end of the year. During the last six months sheep remained on much the same basis, but sold a little higher right at the end of the year; the best being worth \$4.25 to \$4.50.

HORSES AND MULES.

While the receipts in this branch of the live stock market show a small decrease as compared with 1901, they were still larger than that of any other market in the world. The low prices paid a few years ago caused farmers to discontinue raising so many horses and mules, and the heavy demand from the British government during 1900 and 1901 are responsible for the decrease in business during the past year.

Although the receipts were smaller, there was no material decrease to the demand, and all good horses sold readily and on the highest basis for several years. The best sellers were the good draft horses and good drivers and coachers. Horses are now selling for nearly double what they did a few years ago, and at no time during the last half of the year were buyers able to get more than half as many as they wanted. On account of the high prices the export trade was not near so large as former years.

The mule trade of course was much the same as in the horse line. Receipts were smaller and prices higher than any time for several years. While the export fell off to a considerable extent, the Eastern and Southern demand was quite good, which kept the trade in good lively condition, and

both large and small mules, if good, found ready sale. Just at the close of the year there was not quite so much activity to the trade, especially from the South, but this is expected to pick up shortly after the new year.

St. Louis is not only the largest mule market in the world, but more mules can be barned here on feed than at any other point; the number frequently reaching 20,000. This gives buyers a large assortment to pick from, and can readily fill any kind of order.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR THIRTY-FOUR YEARS.**

YEAR.	RECEIPTS.				SHIPMENTS.			
	Cattle.	Sheep.	Hogs.	Horses & Mules	Cattle.	Sheep.	Hogs.	Horses & Mules
1902.....	1,181,628	540,443	1,494,395	122,697	342,191	74,241	162,894	98,425
1901.....	969,881	534,115	2,286,945	149,716	252,749	77,476	406,024	119,938
1900.....	795,800	434,133	2,156,972	169,082	207,998	65,199	513,561	147,463
1899.....	766,032	432,566	2,147,144	180,236	224,177	97,722	578,067	108,772
1898.....	795,611	477,091	2,136,328	128,542	254,619	127,184	573,951	117,608
1897.....	960,763	660,380	2,065,283	105,570	367,664	212,769	838,319	97,548
1896.....	955,613	632,872	1,997,836	121,722	350,087	254,602	885,462	121,202
1895.....	841,275	510,660	1,440,342	77,820	274,738	119,768	605,319	81,926
1894.....	773,571	359,896	1,489,856	59,822	281,260	90,526	642,699	67,564
1893.....	903,257	397,725	1,105,108	46,834	473,966	231,476	575,846	55,931
1892.....	801,111	376,922	1,310,311	45,759	465,328	248,085	715,969	49,077
1891.....	779,499	402,989	1,380,509	55,975	464,794	277,886	704,378	66,891
1890.....	639,014	358,496	1,359,789	82,071	361,705	251,728	665,471	79,030
1889.....	508,130	358,495	1,120,930	78,104	297,879	255,375	420,310	65,399
1888.....	546,875	456,669	929,230	58,458	336,206	316,676	294,869	61,192
1887.....	464,828	417,425	1,052,240	57,048	277,406	287,018	324,735	59,222
1886.....	377,550	325,985	1,264,471	42,032	212,958	202,728	520,362	39,798
1885.....	386,320	362,858	1,455,535	39,385	233,249	233,891	789,487	35,610
1884.....	450,717	380,822	1,474,475	41,870	315,433	248,545	678,874	39,544
1883.....	405,090	398,612	1,151,785	44,913	249,523	217,370	609,388	44,542
1882.....	443,169	443,120	846,228	42,718	188,486	245,071	264,584	46,235
1881.....	503,862	334,420	1,672,153	42,365	293,092	170,395	839,969	43,794
1880.....	424,729	205,969	1,840,684	46,011	228,879	98,522	770,769	44,416
1879.....	420,654	182,648	1,762,724	33,289	226,255	88,083	686,099	36,947
1878.....	406,235	168,095	1,451,634	27,878	261,723	74,433	528,627	30,867
1877.....	411,909	200,502	896,319	22,652	264,566	67,569	314,287	25,157
1876.....	349,043	157,831	877,160	22,271	220,430	67,886	232,876	26,301
1875.....	335,742	125,679	625,569	27,516	216,701	37,784	126,729	28,675
1874.....	360,925	114,913	1,126,586	37,175	226,678	35,577	453,710	30,202
1873.....	279,678	86,434	973,512	.....	180,662	18,902	224,873	.....
1872.....	263,404	115,904	759,676	.....	164,870	29,540	183,700	.....
1871.....	199,527	118,899	633,870	.....	130,018	37,465	113,913	.....
1870.....	201,422	94,477	310,850	.....	129,748	11,649	17,156	.....
1869.....	124,565	96,626	344,848	.....	59,867	12,416	39,076	.....

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1902.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules Head.	Cattle. Head.	Hogs. Head.	Sheep. Head.	Horses & Mules. Head.
Chicago & Alton R.R. (Mo. Div.).....	17,329	57,886	22,996	2,498	2,370	.....	868	80
Missouri Pacific R. R.	120,988	118,816	25,581	7,460	4,319	476	267	617
St. Louis & San Francisco R. R.	268,038	184,680	104,862	6,066	1,769	.....	812	1,372
Wabash R. R. (West.).....	78,942	184,777	98,866	19,672	6,980	2,126	8,144	1,902
St. L., Kas. City & Colo. R. R.	1,751	8,454	2,835	81	483	.....	119	169
Missouri, Kansas & Texas R. R.	410,476	75,062	29,511	8,689	2,182	897	76	616
St. Louis Southwestern R. R.	7,796	12,965	2,221	74	466	.....	.....	17
St. Louis, Iron Mountain & Southern R. R.	82,726	56,312	20,870	2,882	4,610	27	2,426	4,869
Illinois Central R. R.	85,497	94,197	83,893	6,166	10,104	749	2,648	18,076
Louisville, Henderson & St. Louis R. R.	72	.....	.....	.....	586	.....	.....	278
Louisville & Nashville R. R.	14,088	45,928	16,642	5,723	7,066	1,546	.....	18,685
Mobile & Ohio R. R.	15,967	84,995	10,948	693	488	182	2,352	18,685
Southern Railway Co.	6,120	80,427	17,185	786	8,588	1,801	1,077	4,218
Baltimore & Ohio S.-W. R. R.	5,635	80,621	16,590	1,244	14,566	43,488	8	971
Chicago & Alton R. R.	5,969	79,522	10,400	2,726	108,920	5,295	1,087	8,242
Cleveland, Cin., Oh., & St. Louis R. R.	2,937	81,741	7,128	2,483	81,667	20,295	19,777	2,131
Vandalia R. R.	6,779	19,691	9,265	2,769	85,622	53,238	1,686	6,808
Wabash R. R. (East.).....	8,020	50,142	8,115	8,768	66,081	7,070	8,470	20,068
Toledo, St. Louis & Western R. R.	1,717	18,414	8,647	886	12,490	18,101	686	2,829
Chicago, Peoria & St. Louis R. R.	9,454	68,016	9,920	2,206	15,207	688	1,724	6,190
Chicago, Burlington & Quincy R. R.	5,653	92,506	6,569	6,015	8,676	5,198	5,198	982
St. Louis, Keokuk & Northwestern R. R.	26,516	159,906	63,266	80,251	8,204	2,957	8,969	1,861
St. Louis Valley R. R. ....	.....	.....	.....	.....	148	.....	.....	4,465
Upper Mississippi River.....	2,112	12,241	2,019	1,116	1,720	1,454	.....	89
Lower Mississippi River.....	9,427	42,180	6,584	1,454	1,720	1,454	.....	687
Illinois River.....	1,561	22,688	8,174	180	1,47	117	407	2,286
Missouri River.....	210	1,122	158	12	147	.....	112	217
Ohio, Cumberland & Tennessee Rivers.....	159	1,197	98	2	15	.....	.....	87
Driven.....	17,216	15,888	2,972	13,719	.....	.....	.....	145
Total.....	1,181,628	1,464,886	540,448	122,667	842,191	162,894	74,241	98,426

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1902.**

1902. Month.	Receipts.					Shipments.				
	Cars.	Cattle.	Hogs.	Sheep.	Horses.	Cars.	Cattle.	Hogs.	Sheep.	Horses.
January ..	5,062	67,584	183,626	25,138	12,509	819	8,514	16,185	474	10,019
February ..	4,366	63,793	130,606	18,556	9,900	931	11,910	17,365	324	8,610
March.....	3,563	53,569	91,998	23,350	10,850	790	8,368	18,008	671	8,454
April.....	3,553	57,214	89,290	28,794	9,108	742	10,918	15,762	1,888	6,225
May.....	3,757	57,238	98,415	63,779	6,523	936	13,915	14,585	15,008	5,909
June.....	4,968	97,258	82,312	72,939	5,744	1,244	27,716	7,509	19,584	3,602
July.....	5,889	120,860	71,598	39,862	6,172	1,883	40,564	7,697	7,535	5,221
August ..	5,340	118,040	72,916	49,292	7,232	1,638	42,967	7,457	6,648	4,714
September	6,305	148,226	113,186	52,484	11,965	2,087	53,152	10,940	6,970	8,219
October....	7,025	134,868	152,548	47,040	11,740	2,004	45,036	13,531	4,644	9,387
November	5,452	101,863	128,405	33,910	9,424	1,344	31,164	5,960	3,325	7,625
December.	5,347	93,486	114,919	45,327	8,128	1,101	21,385	8,556	4,794	6,529
Totals..	60,937	1,112,942	1,329,819	523,201	109,295	15,319	315,569	143,455	71,865	85,264

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT UNION STOCK YARDS
FOR THE YEAR 1902.**

1902. Month.	Receipts.				Shipments			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January.....	2,578	19,344	427	481	227	406	90	319
February ..	2,180	18,354	561	291	587	998	93	190
March.....	2,646	21,585	872	958	472	2,186	72	462
April.....	3,584	21,656	619	295	508	2,680	462	106
May.....	3,172	21,527	1,402	509	326	2,773	241	486
June.....	3,013	20,004	2,006	129	427	1,902	140	8
July.....	3,147	16,876	1,801	294	470	1,458	149	101
August.....	2,973	18,317	1,129	133	540	1,751	131	37
September ..	2,551	23,915	1,705	191	651	3,329	147	30
October.....	3,353	24,918	1,822	338	319	2,803	196	123
November..	2,706	18,624	1,613	350	544	651	10	48
December....	2,619	19,779	1,021	386	549	522	129	288
Totals.....	34,522	244,899	14,978	4,355	5,620	21,409	1,860	2,198

WEEKLY PRICES OF LIVE STOCK FOR 1902.

From Daily National Live Stock Reporter.

Week Ending.	CATTLE.		HOGS.		SHEEP.	
	Best Native Steers.	Best Texas Steers.	Top.	Bulk.	Best Lambs.	Best Sheep.
January 4.....	6 87½	5 10	6 90	6 10@6 60	6 00	4 25
11.....	7 00	5 40	6 70	6 05 6 50	6 15	4 25
18.....	6 15	5 30	6 60	6 15 6 45	6 20	5 00
25.....	6 10	5 35	6 65	6 00 6 45	6 25	4 75
February 1.....	6 50	5 50	6 50	5 80 6 20	6 20	4 75
8.....	6 50	5 45	6 50	5 90 6 25	6 25	5 00
15.....	6 00	6 00	6 47½	5 90 6 35	6 75	5 35
22.....	6 85	5 75	6 50	5 85 6 30	6 85	5 60
March 1.....	6 75	5 55	6 45	5 80 6 25	6 75	5 75
8.....	6 40	5 60	6 55	5 90 6 35	6 75	5 50
15.....	6 40	5 90	6 60	5 90 6 50	6 85	5 50
22.....	6 75	8 00	6 60	6 15 6 45	6 75	5 50
29.....	6 40	6 50	6 69½	6 20 6 75	6 75	5 50
April 5.....	7 10	6 25	7 00	6 45 6 95	7 00	5 50
12.....	7 00	6 50	7 25	6 75 7 10	6 75	5 75
19.....	6 95	6 50	7 40	6 90 7 20	6 60	6 10
26.....	7 10	6 10	7 50	6 80 7 25	6 75	6 25
May 8.....	7 00	6 25	7 40	6 70 7 50	6 75	6 35
10.....	6 90	5 80	7 35	6 75 7 20	6 50	6 00
17.....	7 15	6 10	7 50	6 90 7 25	6 50	6 00
24.....	7 50	6 75	7 15	6 80 7 20	7 00	6 00
31.....	7 50	8 00	7 45	6 80 7 25	7 70	5 50
June 7.....	7 50	6 00	7 50	6 95 7 25	6 60	5 60
14.....	7 75	6 25	7 65	7 05 7 55	7 00	4 75
21.....	8 00	6 25	7 75	7 15 7 65	7 00	4 50
28.....	7 90	7 00	7 95	7 40 7 80	6 75	8 75
July 5.....	8 00	6 25	8 05	7 55 7 85	7 00	4 00
12.....	8 35	5 70	8 25	7 75 8 10	6 80	4 00
19.....	7 65	6 00	8 25	7 80 8 15	6 50	4 00
26.....	7 50	5 75	8 15	7 50 8 05	6 75	4 60
August 2.....	8 50	5 50	8 12½	7 55 7 90	6 25	4 35
9.....	7 80	5 15	7 85	7 80 7 70	5 60	4 00
16.....	8 00	5 80	7 45	6 70 7 85	5 80	4 00
23.....	8 75	4 95	7 55	6 70 7 80	6 00	3 85
30.....	7 40	4 25	7 95	7 80 7 80	5 75	4 00
September 6.....	6 80	4 80	7 90	7 80 7 70	5 60	3 85
13.....	8 00	5 00	8 10	7 80 7 80	5 50	3 65
20.....	7 25	4 85	8 20	7 85 8 00	5 50	3 90
27.....	6 60	4 70	8 05	7 80 7 70	5 55	4 00
October 4.....	7 00	4 10	7 70	7 05 7 45	5 60	3 90
11.....	7 10	5 10	7 90	6 80 7 60	5 50	3 90
18.....	6 85	4 80	7 55	7 00 7 85	5 75	3 90
25.....	7 00	5 80	7 80	6 40 7 20	6 00	4 00
November 1.....	7 25	4 50	6 80	6 40 6 70	6 30	4 00
8.....	6 00	5 75	6 80	6 40 6 75	5 60	4 00
15.....	5 15	5 10	6 60	6 05 6 40	5 50	3 75
22.....	5 40	4 75	6 60	6 15 6 40	5 50	3 85
29.....	5 80	5 00	6 45	6 05 6 30	5 50	3 85
December 6.....	5 25	4 60	6 52½	6 00 6 25	5 50	3 80
13.....	6 00	5 00	6 50	5 85 6 25	5 50	4 25
20.....	5 75	4 20	6 70	6 05 6 55	5 70	4 25
27.....	5 50	4 90	6 70	6 15 6 65	5 10	4 50

TOBACCO.

LEAF.

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts, Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1902	56,534	11,027	1,944
1901	52,127	9,696	1,775
1900	44,914	13,997	2,496
1899	66,902	11,686	5,666
1898	48,618	11,964	3,569
1897	58,860	9,063	7,709
1896	55,947	10,185	8,969

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

MANUFACTURED.

St. Louis maintained its position as the place where more tobacco is manufactured annually than any other place in the world. The total amount manufactured in 1902 in the first Missouri district, of which nearly the entire amount is the output of St. Louis factories, was 82,593,541 pounds, against 79,394,957 pounds in 1900 and 82,010,863 pounds in 1901, and, if snuff is included, the amount would be 92,603,965 pounds. In addition to the amount manufactured in St. Louis, there was received 16,962,410 pounds from other points, making the total business of the year 99,556,370 pounds. Shipments were 94,335,135 pounds.

The output of cigars was 48,131,634. The total number of cigars sold in this market during the year is placed at 275,000,000. The value of tobacco and cigars manufactured was fully \$45,000,000.

The Commissioner of Internal Revenue reports the total amount of tobacco manufactured in the United States in 1901 as 313,891,391 pounds, of which the first Missouri district produced 81,131,104 pounds, equal to nearly 26%.

The figures for 1902 are not now available, but as the St. Louis output of 1902 was considerably increased, doubtless the percentage for 1902 will correspondingly increase.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1901,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

STATE AND DISTRICT.	Pounds Plug.	Pounds Fine Cut.	Pounds Smoking	Pounds Snuff.	Total Pounds, 1901.	Total Pounds, 1900.
Missouri.....1st.	75,233,256	50,178	5,583,987	13,983	81,131,104	78,067,750
Kentucky.....5th.	28,806,520		170,480	117,578	29,094,578	33,240,646
North Carolina...5th.	20,671,014		588,163		21,259,176	22,461,980
Virginia.....2nd.	15,124,304	780	5,120,127	90,570	20,334,781	19,215,780
Virginia.....6th.	7,068,161	77,866	656,903	724,795	8,517,116	7,692,126
New Jersey.....5th.	6,420,943	4,883,510	9,624,618	4,696,048	25,596,019	22,475,295
Michigan.....1st.	1,562,315	13,810,556	4,558,359	49,562	7,561,311	7,141,772
Maryland.....1st.			10,246,600	2,540,879	12,787,479	12,348,971
Ohio.....1st.	9,470,187	9,095	10,880,027	483	20,398,792	18,327,675
North Carolina...4th.	2,612,904		19,650,318	42,696	22,305,933	18,079,456
Illinois.....1st.	511,033	2,160,396	8,739,055	374,918	11,795,602	11,673,789
Other Districts.....	5,029,160	4,176,211	36,408,087	9,887,582	45,168,106	49,090,709
Total 1901.....	172,498,788	11,722,314	112,156,974	17,513,317	313,891,391	
Total 1900.....	165,755,390	11,462,797	101,548,467	13,805,811	300,707,189	
Total 1899.....	160,876,541	11,087,888	102,468,594	14,728,392	294,635,214	
Total 1898.....	185,780,395	11,415,281	89,240,526	13,607,681	275,139,929	
Total 1897.....	153,397,907	12,127,268	85,463,194	13,768,455	297,089,311	

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.		Tobacco manu- factured. Lbs.	Am't tax paid.
Fiscal,	1873	5,441,878	\$1,094,000 08
"	1874	4,794,985	1,154,051 52
"	1875	6,324,408	1,817,583 26
"	1876	4,928,147	1,185,713 92
Calendar,	1877	5,484,481	1,319,036 16
"	1878	5,990,301	1,440,716 84
"	1879	8,076,486	1,477,899 00
"	1880	13,889,784	2,063,549 45
"	1881	17,384,989	2,751,307 00
"	1882	17,170,190	2,728,525 82
"	1883	23,835,739	3,219,433 19
"	1884	23,631,104	1,818,563 27
"	1885	26,517,401	2,235,028 06
"	1886	32,448,986	2,484,304 41
"	1887	40,284,675	3,222,774 00
"	1888	40,009,805	3,200,744 26
"	1889	44,984,667	3,597,173 39
"	1890	51,792,102	4,148,368 31
"	1891	50,384,436	3,023,066 34
"	1892	57,677,351	3,460,641 09
"	1893	50,465,947	3,027,938 87
"	1894	57,097,445	3,425,846 73
"	1895	57,447,810	3,448,578 60
"	1896	53,134,518	3,188,070 78
"	1897	62,588,329	3,755,293 74
"	1898	64,596,621	5,633,743 86
"	1899	66,873,197	8,000,733 62
"	1900	79,294,959	9,515,395 18
"	1901	82,010,853	8,895,848 82
"	1902	82,598,541	6,455,205 24

The manufactures of the past five years can be classified as follows:

	1902. Pounds.	1901. Pounds.	1900. Pounds.	1899. Pounds.	1898. Pounds.
Plug Chewing Tobacco . . .	77,858,941	76,295,712	78,525,555	60,582,288	59,444,584
Fine Cut.....	12,756	81,870	73,015	106,435	55,564
Smoking.....	5,221,844	5,688,781	5,696,839	5,967,524	4,898,533
Snuff.....	10,424	14,508	14,901	16,688	20,072
Total.....	82,008,965	82,025,871	97,809,300	66,669,895	64,418,688

CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1874	35,425,390	\$ 176,808 45
"	1875	36,037,683	180,863 69
"	1876	31,841,875	191,061 25
Six mon's	1877	17,586,717	105,520 30
Calendar	1878	36,560,500	219,363 09
"	1879	35,042,043	210,323 28
"	1880	34,399,575	230,397 45
"	1881	41,867,917	251,907 50
"	1882	40,877,759	245,966 50
"	1883	40,021,079	196,674 84
"	1884	41,397,500	191,094 40
"	1885	41,466,220	191,510 57
"	1886	43,586,983	190,759 09
"	1887	46,732,973	140,196 98
"	1888	47,294,850	141,823 16
"	1889	46,289,225	133,867 63
"	1890	38,934,300	.....
"	1891	53,574,863	189,325 96
"	1892	56,904,576	170,953 12
"	1893	53,787,160	161,316 47
"	1894	51,433,530	154,906 59
"	1895	49,073,890	147,231 63
"	1896	47,192,814	141,578 45
"	1897	46,282,453	133,847 29
"	1898	47,830,699	156,691 01
"	1899	49,113,699	176,808 96
"	1900	55,671,715	200,418 17
"	1901	46,325,000	153,873 00
"	1902	48,131,634	160,488 78

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR
SIX YEARS.

	1902.	1901.	1900.	1899.	1898.	1897.
Tobacco.....lbs.	81,754,269	80,766,983	76,170,850	64,530,057	61,355,250	58,796,408
Cigars M.....	49,181	46,325	46,548	41,167	39,884	38,579
Cigarettes M.....	5,514	11,500	57,818	69,909	309,963	470,406
Snuff.....lbs.	10,424	14,500	14,901	16,698	20,072	19,537

BAGGING AND COTTON TIES.

The business in bagging and ties for 1902, shows a falling off in value as compared with 1901. This was in consequence of the short cotton crop.

Local manufacturers report a decrease in the amount of bagging manufactured and an increase in the amount on hand at close of the year as compared with previous year.

RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1902.	1901.	1900.	1899.	1898.	1897.
Jute, bales.....	76,510	51,888	87,818	42,206	28,862	26,898

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1902.	1901.	1900.	1899.	1898.	1897.	1896.	1895.	1894.
Bagging, pos.....	261,520	881,118	219,619	256,812	278,661	805,870	181,811	229,071	226,059

BAGGING MANUFACTURED.

1902.....	11,000,000 yards.
1901.....	12,500,000 "
1900.....	9,975,655 "
1899.....	12,273,500 "
1898.....	12,500,000 "
1897.....	9,000,000 "
1896.....	8,000,000 "
1895.....	11,700,000 "
1894.....	12,000,000 "
1893.....	12,000,000 "
1892.....	12,000,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1902.....	4,000,000 yards.
" 1901.....	2,500,000 "
" 1900.....	8,781,245 "
" 1899.....	5,181,200 "
" 1898.....	721,800 "
" 1897.....	200,000 "
" 1896.....	1,000,000 "
" 1895.....	1,200,000 "
" 1894.....	1,000,000 "
" 1893.....	200,000 "
" 1892.....	800,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1902.....	45,080	.....
1901.....	6,708	335,400
1900.....	12,788	639,400
1899.....	10,750	537,500
1898.....	93,645	4,682,350
1897.....	85,878	1,793,900
1896.....	42,129	2,104,450
1895.....	8,020	151,000
1894.....	1,577	78,850
1893.....	13,880	689,000
1892.....	12,433	621,650

HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1892.....	118,140	1892.....	151,985
1901.....	145,235	1901.....	145,729
1900.....	168,855	1900.....	158,905
1899.....	184,260	1899.....	147,664
1898.....	98,480	1898.....	116,593
1897.....	106,876	1897.....	141,436
1896.....	100,660	1896.....	107,176
1895.....	86,064	1895.....	114,905
1894.....	118,110	1894.....	135,716
1893.....	113,116	1893.....	125,085
1892.....	132,076	1892.....	152,904

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1901 and 1902:

	1901.	1902.
Spirits produced, gals.—Bourbon.....	\$2,682.2	18,845.8
Alcohol.....	000.0	000.0
Gin.....	000.0	000.0
Highwines.....	000.0	000.0
Pure neutral or cologne spirits and whisky sp'ts	000.0	000.0
Rye Whisky.....	2,775.0	8,892.2
Total.....	25,406.2	21,787.8
Amount of tax paid, at \$1.10 per gallon.....	{ *129,075.5 tx.gals.	{ *88,119.2 tx.gals
Alcohol withdrawn for scientific purposes free of tax	\$141,988.5	\$ 41,981.12
Whisky allowed by reason of leakage and evaporat'n	000.0 gals.	None.
	18,255.1 "	5,096.8 "

*Big distillers closed in this district by trust.

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1901.	Dec. 31, 1902.
Bourbon.....	47,898.5 gals.	33,506.4 gals.
Alcohol.....	None.	None.
Gin.....	None.	None.
Pure neutral or cologne spirits and whisky spirits.....	19,069.4 "	6,290.4 "
Rye Whisky.....	9,171.7 "	14,847.6 "
Total.....	75,619.6 "	54,144.4 "

SPIRITS RECTIFIED OR COMPOUNDED.

1899.....	2,298,447.36 gals.	1898.....	3,192,027.00 gals.
1898.....	2,503,186.13 "	1897.....	3,357,411.73 "
1897.....	3,412,279.50 "	1891.....	3,283,453.37 "
1896.....	3,332,874.17 "	1890.....	3,103,456.98 "
1895.....	3,283,155.18 "	1889.....	3,297,984.13 "
1894.....	3,332,860.23 "	1888.....	2,184,546.82 "

July 1st, 1899, to June 30th, 1900, 2,098,824.81 proof galls. or 2,798,423.08 wine galls.

July 1st, 1900, to June 30th, 1901, 2,433,059.29 proof galls. or 2,761,720.18 wine galls.

July 1st, 1901 to June 30th, 1902, 2,591,564 proof galls. or 2,928,537 wine galls.

Total number of gallons gauged in three years by U. S. Gaugers:

1899.....	4,929,860.49 gals.	1900.....	4,728,817.40 gals.	1901.....	5,284,515.21 gals.
-----------	--------------------	-----------	--------------------	-----------	--------------------

Total number of wholesale liquor dealers' stamps issued on change of package:

1900..39,159	1901.....34,670	1902.....39,963
--------	-------------	-----------	-------------	-----------	-------------

NAVAL STORES.

	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
1902—81 bbls., 163 tanks.	=20,456	81,005	122,000	5,899
1901	26,077	90,961	138,066	4,696
1900	18,000	73,197	= 104,000	10,120
1899	16,000	59,620	= 89,430	6,878
1898	21,034	87,846	= 134,606	7,028
1897	18,019	76,831	= 109,758	7,100
1896	16,981	49,902	= 75,098	8,475
1895	14,752	49,350	= 73,144	12,240
1894	17,314	57,456	= 82,080	8,170
1893	15,679	44,870	= 51,375	12,048
1892	19,890	53,738	= 76,947	10,218
1891	19,470	56,322	= 75,322	5,679
1890	15,686	48,900	= 68,699	5,157
1889	18,900	49,897	= 69,800	4,167
1888	17,622	47,052	= 68,250	5,516
1887	18,262	45,231	= 66,200	8,675
1886	18,912	33,742	= 72,000	5,095
1885	13,125	48,373	= 66,860	7,343
1884	9,846	36,357	.....	5,818
1883	12,286	40,010	.....	5,779
1882	13,994	36,882	.....	8,796
1881	5,045	41,717	.....	6,293
1880 .	8,076	48,148	.....	4,544

The receipts of naval stores, as indicated by the above table, show a falling off of both turpentine and rosin from 1901, but larger receipts than for 1900 and 1899. The larger part of the naval stores received at this point are handled by St. Louis houses, this being the largest distributing point in the West, only a small portion being shipped through to Western cities.

Turpentine ranged from 41 to 56 cents per gallon during the year, and rosin was quoted at \$1.65 to \$2.20 per barrel for common, \$4.50 to \$4.90 for the best grades.

LEAD AND SPELTER.

PIG LEAD.

By John Wahl Commission Co.

The course of the lead market during the year 1902 was very uninteresting in many respects, and was followed with no marked attention on the part of those directly or indirectly connected with the industry, as well as by the general public. The prices of Missouri lead in St. Louis ranged between \$3.90 and \$4.00 during the entire year; and for desilverized, the price remained stationary at \$4.05. It proved impossible to bring about the same high range of values as that of the previous year (average 1902 is about $\frac{1}{4}$ cent pound lower than for 1901), owing to the danger of foreign lead being imported even with a duty of $2\frac{1}{8}$ cents per pound. This was due to the fact that the European markets have been very much depressed and on account of bad business abroad, and constant fear of a deluge of exports from this side, in the event of an advance. While the consumption of lead in the United States has been very heavy, the demand for electrical purposes, cables, etc., especially, showing a large increase, and while the stocks existing at the end of 1901 have practically disappeared, it was necessary in order to bring about the existing state of affairs to take recourse to the same expedient as those of last year, namely, to curtail the production of ores and export certain quantities of domestic lead to Europe. This naturally entailed heavy sacrifice, which, however, to a large degree came out of the pockets of the ore producers. There has also been a tendency to centralize the smelting of ores, and refining of lead bullion by closing down some of the plants and diverting material to others.

The silver mines of Coeur d'Alene districts in Idaho were actively worked throughout the year and showed an increase in the total production, while the mines of the same class in Montana and Colorado were also active.

The soft lead mines of Missouri showed a remarkable increase; the reported production for 1902 being 74,363 short tons as compared with 57,898 tons in 1901.

Total production of desilverized, antimonial and Missouri lead for the year 1902 amounts to nominally 300,000 tons, as compared with 280,000 tons for the year 1901.

The St. Louis receipts for the year were 2,007,720 pigs against 1,800,235 in 1901, and shipments 1,354,119 pigs as compared with 1,243,956 pigs the previous year, showing that the amount handled was considerably larger in 1902.

WHITE LEAD.

St. Louis holds the foremost position in the manufacture of white lead. The brands of St. Louis have an established reputation for purity and general excellence. It is estimated that one-third of the output in the United States is manufactured here. Near the close of the year a new company was organized and the construction of a large white lead plant commenced which will soon be in operation and add largely to the output of 1903.

That the business is increasing year by year is shown by the following statement of shipments which does not include the amount used in the city and suburbs or on the World's Fair buildings.

	Pounds.
1902.....	69,430,975
1901.....	59,670,720
1900.....	50,645,780
1899.....	48,480,250

SPELTER.

The spelter industry during the year 1902 has been marked by numerous features of interest. The consumptive demand for the metal has been very large in spite of a somewhat slack call from the galvanizers, and although production was very large the prices for the metal rose gradually during the year and remained practically at high level until November, when the market assumed a sagging tendency. The year opened with the market for spelter rather dull and irregular at around \$4.15 nominally. Towards the end of January prices declined to nominally \$3.85. The month of February again showed more animation and prices advanced to \$4.15. The highest point was reached during August when prices reached \$5.25 to \$5.30. The year closes tame with sellers of metal around 4.37½ to 4.40. The production of metallic zinc or spelter in the United States during the year 1902 amounted to nominally 158,000 tons, which is the highest on record and nearly double that of 1896. The production in 1901 was 140,000 tons, which shows an increase for the year 1902 of something like 17,000 tons or 12¼%.

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

Year.	Receipts	Shipm'ts.	Year.	Receipts	Shipm'ts.
1902.....	2,007,725	1,354,119	1888.....	1,853,781	1,233,919
1901.....	1,800,235	1,243,356	1887.....	1,442,054	768,807
1900.....	1,577,443	1,072,992	1886.....	1,110,738	637,710
1899.....	1,611,112	1,105,181	1884.....	1,044,012	625,336
1898.....	2,183,012	1,466,905	1883.....	1,114,235	552,830
1897.....	2,280,548	1,359,436	1882.....	1,107,395	687,219
1896.....	1,946,139	1,406,327	1881.....	925,406	625,206
1895.....	1,590,923	956,572	1880.....	764,887	495,086
1894.....	1,436,229	1,084,280	1879.....	817,594	408,128
1893.....	1,348,544	968,411	1878.....	764,357	523,964
1892.....	1,526,484	1,070,538	1877.....	790,028	478,281
1891.....	1,739,977	982,477	1876.....	865,557	404,900
1890.....	1,756,850	1,057,486	1875.....	879,202	320,688
1889.....	2,018,483	1,433,087	1874.....	479,448	218,538

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1902.	1901.	1900.
Chicago & Alton R. R., Mo. Div.....		82,020	15,300
Missouri Pacific Ry.....	719,806	492,705	452,548
St. Louis & San Francisco R. R.....	281,890	316,470	232,935
Wabash R. R. (West).....	8,780	3,740	1,250
St. Louis, Kansas City & Colorado R. R.....	24,450	32,800	2,000
Missouri, Kansas & Texas R. R.....	42,060		1,820
St. Louis, Iron Mountain & Southern R. R.....	686,475	646,060	545,050
Illinois Central R. R.....			1,780
Louisville & Nashville R. R.....	140		
St. Louis, Peoria & Northern R. R.....			
Chicago & Alton R. R.....	9,400	18,465	
Vandalia R. R.....		885	880
Wabash R. R. (East).....	81,990		1,390
Chicago, Peoria & St. Louis R. R.....		7,060	6,630
Chicago, Burlington & Quincy R. R.....	4,485		5,095
St. Louis, Keokuk & Northwestern R. R.....	220,845	250,530	311,215
TOTAL.....	2,007,720	1,800,235	1,577,443

SHIPMENTS OF WHITE LEAD.

	POUNDS.		POUNDS.		POUNDS.
1891.....	85,933,906	1895.....	42,808,950	1899.....	43,480,250
1892.....	85,985,987	1896.....	40,359,690	1900.....	50,710,690
1893.....	87,411,868	1897.....	59,968,018	1901.....	59,670,720
1894.....	83,660,975	1898.....	59,442,590	1902.....	69,480,975

MONTHLY PRICES OF LEAD AND SPELTER FOR TWO YEARS.

MONTH.	LEAD.				SPELTER.			
	1901.		1902.		1901.		1902.	
January.....	4 15	@ 4 22½	8 87½	@ 4 00	8 80	@ 8 97½	4 12½	@ 4 20
February.....	4 15	4 25	8 97½	4 07½	8 75	8 87½	8 87½	4 15
March.....	4 22½	4 25	8 97½	4 05	8 70	8 85	4 07½	4 20
April.....	4 20	4 22½	8 97½	4 00	8 75	8 87½	4 15	4 25
May.....	4 20	4 23½	8 85	4 00	8 77½	8 85	4 12½	4 65
June.....	4 27½	4 27½	8 85	8 97½	8 77½	8 85	4 55	4 80
July.....	4 25	4 50	8 97½	4 00	8 80	8 87½	4 85	5 15
August.....	4 25	4 40	8 97½	4 08½	8 80		5 17½	5 50
September.....	4 25	4 80	4 00	4 05	8 85	8 97½	5 00	5 35
October.....	4 25	4 27½	4 00	4 02½	4 00	4 12½	5 15	5 35
November.....	4 25	4 27½	8 97½	4 02½	4 12½	4 15	4 80	5 25
December.....	8 85	4 27½	8 95	4 00	4 15	4 17½	4 85	4 85

WOOL AND FURS.

By FUNSTON COMMISSION CO.

WOOL.

The year 1902 can really be called the most successful and satisfactory one known to the St. Louis wool trade for many years. From the opening of the season, which is shearing time, to the close of the year, there has been a good healthy and legitimate demand for wool on the part of the mills and manufacturers from all over the country. The St. Louis merchants, pursuing the custom that they have in recent years, laid in a good supply by buying heavily at shearing time in the leading wool producing States and Territories. They not only bought in large quantities, but showed good judgment in securing the most desirable wools. Manufacturers realizing this naturally favored St. Louis more than usual, and were buying in this market steadily throughout the season. There has been no boom whatever, but a good healthy consumptive demand. Prices as a whole have been relatively higher than the previous season, which was caused mainly by the increased demand for wool, and the general healthy condition of the trade. For instance, at the beginning of the year, domestic quarter blood combing wools sold to the mills at 20 to 21 cents, while at the close of the year it sold at 23 to 24 cents. Territory wools of other grades and sections also experienced the same advance in prices. There is less shoddy, cotton or other substitutes used in the manufacture of woollen goods than ever, and the increased demand and a general healthy condition of the wool trade being reported from foreign markets, also tended to strengthen the position of wool in this market.

Each year St. Louis grows stronger and more popular as a wool market, and is now recognized as a big factor in the wool trade of the West, and does much toward establishing values in the Territories at shearing time. It is the second largest market in the United States, and a very strong competitor for both domestic and territory wools, and draws supplies from a greater scope of territory than ever before.

Pulled and scoured wools have kept pace with the fleece and territory wools, and have sold extremely well during the past year. The amount handled in this market being somewhat larger than the previous year. A conservative estimate of the value of wool handled in St. Louis during 1902, amounts to about \$11,000,000.

FUR.

St. Louis has even increased her importance as a great fur center, and the season of 1902 and 1903 will prove a record breaker in many respects. It is a well known fact that St. Louis is the largest primary fur market in

the world, and the largest coon skin market in the world, not excepting London or any of the foreign markets. During the past season it has been more of an independent market than ever. It has taken the lead and established its own values for furs. As a primary market it doubtless draws furs from a greater scope of territory than any market in the world. It has made its greatest strides in the past four or five years, having reached out into the most remote parts of the far North, where the rarest and most expensive furs are to be secured. For instance, the finer bear skins bring from \$25 to \$100 each, and the beautiful skins of the silver fox sell for from \$200 to \$600, and the rarer specimens often sell as high as \$1,000 each. Many other kinds from the far North, such as Marten, Lynx, Otter, etc., sell at \$5 to \$30 per skin.

The catch for the season of 1902 and 1903 will be somewhat smaller in volume than in 1901 and 1902, but on account of the advance in prices the total value will be greater. The active fur season only lasts about four months in the year, during which time something over \$4,500,000 worth of raw furs are received and sold in this market.

RECEIPTS AND SHIPMENTS FOR SIXTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1902	26,878,080	30,072,850	56,237,220	99,367,210
1901	25,877,110	27,811,875	55,086,080	116,723,635
1900	17,000,790	15,057,290	60,581,540	106,496,540
1899	28,491,625	32,517,075	68,938,720	92,692,028
1898	23,710,715	21,366,999	58,716,180	78,705,735
1897	30,865,410	34,303,700	59,372,110	88,908,100
1896	15,139,840	15,939,579	48,506,880	81,581,130
1895	21,543,790	20,526,100	44,169,790	78,039,400
1894	24,861,455	24,430,971	46,456,970	68,543,969
1893	15,024,436	15,726,165	45,011,866	51,522,479
1892	25,850,690	27,450,879	38,412,854	47,598,204
1891	21,975,964	21,464,552	34,744,949	39,487,723

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1902	81,084	1890	78,888
1901	85,084	1889	43,816
1900	146,607	1888	45,333
1899	259,256	1887	22,045
1898	318,948	1886	18,889
1897	274,900	1885	17,474
1896	210,432	1884	15,459
1895	193,496	1883	15,591
1894	87,068	1882	18,089
1893	98,855	1881	16,115
1892	101,443	1880	12,073
1891	125,526		

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1892	98,896	1896	83,215
1893	103,082	1899	104,040
1894	89,533	1900	136,928
1895	83,598	1901	153,660
1896	80,186	1902	132,126
1897	72,024		

HAY.

By the St. Louis Hay Exchange.

The hay market throughout the year has been in very good condition, and at the close of the year we find there is a smaller stock on hand than for several years—only about 500 tons in store. In fact there has been no surplus stock to speak of at any time during the year as the supply has hardly been equal to the demand. The receipts for 1902 fell under those of 1901 by about 38,000 tons; but this shortage, we believe, was due mainly to the lack of proper railway facilities, it being almost impossible to obtain empty cars, during the past few months, to load with hay.

The prices on both timothy and prairie hay have ruled high throughout the year. This was especially noticeable during the last two or three months. Shipments for the year have been very large, considering that prior to the new crop most of our hay came from Michigan, Indiana and Iowa. While the Southeast didn't take as much hay from this market as in former years, when our crops were larger, a demand sprung up from nearby towns which took care of any surplus we might have.

Considering the shortage in the crop during the first part of the season, and the lack of railway facilities during the last few months, we think that St. Louis did her share of the business, and the St. Louis merchants should be given great credit for their efforts under adverse conditions.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1902.....	218,224	59,028
1901.....	251,182	117,557
1900.....	234,256	120,777
1899.....	175,820	64,838
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	280,852	107,990
1895.....	195,582	69,046
1894.....	159,969	41,239
1893.....	141,238	30,096
1892.....	131,148	32,078
1891.....	141,898	38,253
1890.....	114,092	40,247
1889.....	118,346	53,522
1888.....	107,884	34,685
1887.....	85,394	23,961
1886.....	85,078	30,006

Stock in store December 31st, 1896, about 7,500 tons.

" " " " 31st, 1896, "	8,250 "
" " " " 31st, 1897, "	3,500 "
" " " " 31st, 1898, "	2,500 "
" " " " 31st, 1899, "	3,500 "
" " " " 31st, 1900, "	2,040 "
" " " " 31st, 1901, "	1,500 "
" " " " 31st, 1902, "	500 "

Receipts of Hay during 1902, at the principal primary markets, were as follows:

	Tons.
St. Louis.....	218,224
Cincinnati.....	161,898
Indianapolis.....	24,204
Cleveland.....	62,682
Chicago.....	220,225
Kansas City.....	146,820
Peoria.....	81,596
Minneapolis.....	29,471

RECEIPTS AND SHIPMENTS OF HAY DURING 1901 AND 1902.

BY	HAY. Receipts, 1902.		HAY. Shipments 1902.	HAY. Receipts, 1901.		HAY. Shipments 1901.
	Local Tons.	Thro' Tons.		Local Tons.	Thro' Tons.	
Chicago & Alton R. R., Mo. Div..	1,180	10	.....	605	275	25
Missouri Pacific R. R.....	6,835	11,645	8,873	10,745	17,400	6,346
St. L. & San Francisco R. R.....	6,895	230	5,955	9,980	1,940	3,660
Wabash R. R. (West)	7,785	70	1,550	10,370	1,125	480
St. L., Kas. City & Colo. R. R.....	100	.....	1,855	40	.....	1,594
Mo., Kansas & Texas R. R.....	7,150	1,820	570	9,625	4,795	423
St. Louis Southwestern R. R.....	460	.....	580	325	115	508
St. L., Iron M't'n & S'th'n R.R.....	66	30	25,062	410	30	26,914
Illinois Central R. R.....	8,470	115	11,463	6,225	80	18,615
L'ville, Henderson & St. L.R. R.....	.....	.....	160	10	.....	454
Louisville & Nashville R. R.....	450	.....	14,079	190	40	34,069
Mobile & Ohio R. R.....	.....	.....	11,125	30	30	10,560
Southern Railway Co.....	455	.....	2,685	615	.....	2,899
Baltimore & Ohio S.-W. R. R.....	9,300	.....	120	6,755	60	143
Chicago & Alton R. R.....	5,805	235	571	8,165	60	823
Cleveland, Cin., Ohl. & St. L.R.R.	17,220	2,570	60	11,955	4,560	1,069
Vandalia R. R.....	10,655	7,340	390	11,385	4,540	1,553
Wabash R. R. (East).....	33,450	815	680	29,720	20	369
Tol., St. Louis & Western R. R.....	20,150	8,360	407	18,600	11,170	68
Chicago, Peoria & St. Louis R. R.....	6,960	3,685	325	5,555	4,640	1,621
Chicago, Burl'n & Quincy R.R.....	13,640	1,350	385	27,440	4,330	760
St. Louis, Keokuk & N. W. R. R.....	16,265	610	190	28,230	2,780	10
St. Louis Valley R. R.....	.....	.....	80	.....	.....	.....
Upper Mississippi River.....	2,194	.....	50	1,185	.....	.....
Lower Mississippi River.....	63	.....	3,466	28	.....	.....
Illinois River.....	42	.....	46	74	.....	.....
Missouri River.....	.....	.....	68	.....	.....	.....
Ohio, Cumb. and Tenn. Rivers.....	.....	.....	277	.....	.....	.....
Total, tons.....	174,839	33,385	89,028	193,142	57,990	117,557

MONTHLY RANGE OF PRICES OF HAY DURING 1902.

MONTHS.	No. 1 Timothy,		No. 1 Prairie,	
	per ton.		per ton.	
January	\$13.50	@ 15.50	\$11.00	@ 12.50
February	13.00	14.50	11.00	12.50
March	13.00	14.50	12.50	13.50
April	13.00	15.25	12.50	13.50
May	13.00	15.50	10.00	14.00
June	12.00	15.00	9.00	10.50
July	13.00	16.00	8.50	10.00
August	10.00	15.00	8.00	9.00
September.....	9.50	12.00	7.50	9.00
October	11.00	13.00	8.50	11.00
November	11.00	13.50	9.00	11.50
December	13.50	15.50	10.50	12.00

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FOUR YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1902.....	228,770	88,650	777,840	229,881	68,081	75,040
1901.....	515,286	85,280	772,900	.....	.....	.....
1900.....	233,105	27,575	776,160	283,769	20,848	10,080
1899.....	427,020	28,255	581,290	870,408	40,201	15,680
1898.....	388,120	48,280	481,540	819,911	29,825	44,800
1897.....	361,688	83,045	419,480	229,072	13,867	17,340
1896.....	339,666	39,168	454,160	367,106	9,340	23,695
1895.....	304,204	72,796	804,980	383,541	17,042	54,320
1894.....	248,880	60,787	620,600	333,404	8,698	22,960
1893.....	241,189	80,198	384,020	195,481	16,759	299,690
1892.....	260,487	48,968	473,300	339,399	38,268	149,928
1891.....	381,671	48,478	388,440	816,679	26,808	68,015
1890.....	336,189	33,840	168,080	346,691	25,578	70,090
1889.....	296,663	21,316	304,080	289,359	8,323	144,800
1888.....	330,110	24,649	264,700	268,410	23,821	127,680
1887.....	394,676	32,060	330,490	397,126	9,474	93,319
1886.....	400,368	51,992	247,160	386,487	11,658	56,324
1885.....	327,737	46,331	548,700	309,571	8,967	345,333
1884.....	436,440	58,387	496,800	318,933	13,246	223,020
1883.....	336,175	57,961	693,730	366,337	14,547	467,563
1882.....	297,426	43,750	368,390	391,198	16,519	945,071
1881.....	323,843	78,329	314,730	318,185	26,197	139,339
1880.....	318,379	61,346	338,968	339,163	21,688	.....
1879.....	244,966	78,345	439,788	231,965	21,691	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1902.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars. In Bulk.	Sacks.	Bbls.	Cars. In Bulk.
Chicago & Alton R.R. (Mo. Div.) ..	.....	.....	.....	800	1,575	28
Missouri Pacific Railroad	8,020	100	547	.....	46,494	8
St. L. & San Francisco Railroad ..	100	.....	12	.....	59,205	18
Wabash Railroad (West) .....	.....	.....	14	.....	5,920	16
St. L., K.C. & Colorado R.R. ....	.....	.....	.....	5	150	80
Mo., Kansas & Texas R. R. ....	.....	.....	.....	18,005	51,743	4
St. Louis Southwestern R.R. ....	.....	.....	.....	18,690	6,895	.....
St. L. Iron Mountain & So. R. R. ..	.....	.....	.....	8,220	21,210	15
Illinois Central R. R.	4,950	55,965	167	24,190	9,899	2
Lo'isville, Hend'son & St. L. R.R.	.....	.....	2	5	5	.....
Louisville & Nashville R.R. ....	.....	.....	.....	682	1,293	.....
Mobile & Ohio R.R. ....	.....	.....	.....	1,087	1,547	2
Southern Railway .....	.....	.....	.....	1,661	1,490	1
Baltimore & Ohio S.-W. R. R.	1,960	2,960	18	80	860	.....
Chicago & Alton R.R.	975	18,205	38	150	1,570	.....
O., C., C. & St. Louis R.R.	2,815	21,065	191	4,061	1,226	17
Vandalia R. R.	1,080	20,965	91	25	2,290	.....
Wabash Railroad (East)	2,775	58,200	269	60	2,182	1
Toledo, St. Louis & Western R. R.	10,680	25,740	44	.....	.....	1
Chicago, Peoria & St. Louis R.R.	655	710	.....	.....	.....	.....
Chicago, Burlington & Quincy R.R.	.....	.....	8	.....	700	.....
St. L., Keokuk & N.-W. R. R. ....	.....	.....	.....	860	5,885	.....
St. Louis Valley R. R. ....	.....	.....	.....	5	255	.....
River.....	.....	.....	.....	125	8,987	1
Total	88,650	228,770	1,889	630,611	229,881	184

CANDIES.

St. Louis continues to be one of the greatest candy markets in the United States.

The volume of business in 1902 has been about the same as in 1901, and the class of goods purchased during the year would show an increasing appreciation of the higher grades of confectionery by consumers generally.

There are seven large factories in St. Louis, employing about 2,000 hands and paying in wages nearly three-quarters of a million dollars per annum.

All grades of candies are manufactured, from the cheapest to the most expensive, thus offering to the purchaser, whether he be wholesaler or retailer, facilities for selection unsurpassed by any other market in the country.

The trade extends over nearly the entire United States, reaching on the east to the New England and the Atlantic Coast States, and on the west to the Pacific Slope.

St. Louis is geographically the center of the Mississippi Valley, and enjoys exceptional advantages as a distributing point. This gives St. Louis confectioners a predominating position with the Central, Western and Southern States.

The confectionery manufacturers of St. Louis are progressive, alert and maintain a pre-eminent reputation for integrity and fairness, and their business constitutes a very important element in the city's manufacturing industry, and aggregates between three and four million dollars per annum or about 50,000,000 pounds per year.

DRIED FRUIT.

BY HOFMANN BROTHERS PRODUCE CO.

The past years' business in the dried fruit trade has been a satisfactory one, although the prices have ruled rather low. Receipts of all kinds of dried fruits showed an increase of more than 25% over the previous year, and are the largest recorded during the past fourteen years. This shows that the business in this line is on the increase, and St. Louis now ranks as one of the largest distributing markets for dried fruits of all kinds.

California and Eastern dried fruits are shipped here in large quantities, and from here sold to the trade tributary to this great center.

Dried and evaporated apples are, however, the principal dried fruits handled in this market. This is due, aside from the great popularity enjoyed by this most staple of dried fruits, to the advantageous position occupied by St. Louis as the natural distributing market for the orchard products of Missouri, Illinois and Arkansas. The fruit growing industry in each of these states is making rapid progress, and much of the annual crop is dried and evaporated.

Sundried apples are a commodity wanted and required by a certain class of trade for export, as well as for domestic use. The receipts of this class of fruit were very small this season, and in consequence prices were high, about the same as bleached evaporated apples of the better grades and much higher than the inferior stock. This branch of the industry should not be neglected.

The outlook for a large spring trade in dried fruits is favorable.

RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1902.....	810,789	420,855
1901.....	229,814	850,286
1900.....	168,981	319,275
1899.....	310,554	348,521
1898.....	306,617	266,183
1897.....	267,490	441,705
1896.....	90,455	140,590
1895.....	150,908	183,868
1894.....	99,405	219,062
1893.....	155,015	200,338
1892.....	150,766	218,486
1891.....	128,962	182,997
1890.....	160,917	213,330
1889.....	125,783	216,801

SEEDS.

RECEIPTS FOR FOUR YEARS.

SEEDS	1902.			1901.			1900.			1899.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....	.....	800,000	.....	188	198,500	.....	146	549,900	.....	990	504,500	.....
Other ..	81,767	.....	.....	69,558	.....	.....	69,953	.....	.....	88,316	.....	.....
Cotton ..	.....	.....	5,870	.....	.....	2,990	.....	.....	4,940	.....	.....	2,136

Shipment of Flaxseed for 1898, 6,154 sacks and 45,978 bushels.

"	"	"	1899,	2,625	"	"	840,285	"
"	"	"	1890,	518	"	"	700,160	"
"	"	"	1891,	713	"	"	130,011	"
"	"	"	1892,	...	"	"	161,248	"
"	"	"	1893,	...	"	"	155,557	"
"	"	"	1894,	...	"	"	235,205	"
"	"	"	1895,	...	"	"	235,845	"
"	"	"	1896,	...	"	"	606,879	"
"	"	"	1897,	...	"	"	448,563	"
"	"	"	1898,	...	"	"	294,045	"
"	"	"	1899,	...	"	"	243,871	"
"	"	"	1900,	...	"	"	457,154	"
"	"	"	1901,	...	"	"	88,957	"
"	"	"	1902,	...	"	"	129,205	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for four years.

MONTHS.	1902.	1901.	1900.	1899.
January.....	.....	1 58 @ 1 72	1 45 @ 1 50	1 08 @ 1 18½
February.....	.....	1 58 1 73	1 52 1 58	1 11 1 13½
March.....	.....	1 50 1 60	1 57 1 62	1 10 1 17
April.....	.....	1 49 1 52	1 63 1 70	1 10 1 16
May.....	1 50 @ 1 65	1 58 1 67	1 62 1 65	98 1 12½
June.....	1 50	1 67 1 68	1 55 1 58	95 1 00
July.....	1 41 1 50	1 50 1 65	1 55 1 60	98 99
August.....	1 82½ 1 45	1 87 1 65	1 55 1 45	98 1 14½
September.....	1 22 1 88	1 87 1 89	1 42 1 55½	1 02 1 15
October.....	1 12 1 25	1 38 1 48	1 46 1 75	1 12 1 29½
November.....	1 11 1 14½	.....	1 50 1 78	1 26 1 30
December.....	1 11 1 14	.....	1 62	1 34 1 48

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1902.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipm't boxes
Chicago & Alton R.R. (Mo. Div.)	490			20
Missouri Pacific R.R.	4,481,320	74,370	1,830	7,984
St. L. & San Francisco R.R.	201,230	375	25	4,765
Wabash Railway, (West)	347,020	101,435		19,010
St. Louis, K. C. & Colorado R. R.	2,480	1,170		160
Missouri, Kansas & Texas R. R.	371,140	174,945	480	13,183
St. Louis, S. W. R. R.		28,955		37,830
St. L. Iron Moun. & South'n R. R.	2,890	1,491,455		184,915
Illinois Central R. R.	1,122,800	1,411,585	7,920	13,090
Louisville, Henderson & St. Louis R. R.		115,105		444
Louisville & Nashville R.R.	24,800	74,190	10	4,095
Mobile & Ohio R.R.	14,990		10	8,603
Southern Railway	22,810	77,835	175	2,833
Baltimore & Ohio S.-W. R. R.	1,024,580	171,815		3,475
Chicago & Alton R.R.	11,110		1,370	25
Cleveland, Cin., Chicago & St. Louis R. R.		2,725	3,500	338
Vandalia R. R.	678,440	102,675	1,390	2,428
Wabash Railway (East)	3,179,530	6,343,685	765,405	2,887
Toledo, St. Louis & Western R. R.		31,500		10
Chicago, Peoria & St. Louis R. R.				10
Chicago, Burlington & Quincy R.R.	323,850	88,000	6,740	330
St. Louis, Keokuk & N.-W. R. R.	1,811,710	56,500	5,565	2,185
St. Louis Valley R. R.		140		60
Upper Mississippi River	4,450	5,670		1,180
Lower Mississippi River	34,670	8,760		2,758
Illinois River	300	1,100		845
Missouri River	50	150		400
Ohio, Cumberland and Tennessee Rivers.		734		208
Express	912,485			
Total 1902	14,572,645	10,314,500	794,420	313,067
Total, 1901	lbs. 13,476,929	6,202,214	812,784	300,023
" 1900	" 12,901,690	9,246,475	858,830	293,999
" 1899	" 13,729,185	4,375,490	981,345	319,960
" 1898	" 14,906,745	5,762,070	571,585	245,443
" 1897	" 15,253,165	5,414,335	440,805	246,139
" 1896	" 16,121,892	4,657,043	754,421	185,193
" 1895	" 15,812,096	5,086,550	172,963	185,193
" 1894	" 14,138,544	5,135,055	437,618	192,567
" 1893	" 12,675,298	4,895,303	353,230	160,188
" 1892	" 13,401,788	4,964,160	224,661	212,687
" 1891	" 13,791,253	6,875,776	188,265	165,925
" 1890	" 13,661,924	4,448,799	180,495	109,065
" 1889	" 12,822,101	4,623,378	185,414	138,699
" 1888	" 11,109,733	3,375,586	139,014	145,856
" 1887	" 9,234,043	2,221,570	109,767	106,204

RECEIPTS AND SHIPMENTS OF EGGS.

	RECEIPTS.	SHIPMENTS.
1902, Packages	825,999	512,562
1901, "	1,022,646	770,473
1900, "	990,683	479,424
1899, "	751,294	511,426
1898, "	898,984	549,146
1897, "	894,906	500,833
1896, "	796,490	494,838
1895, "	654,938	418,015
1894, "	596,778	317,231
1893, "	562,359	292,168
1892, "	469,216	174,041
1891, "	501,318	371,741

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bis.	Castor Beans Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bis.
1902.....	11,311	7,800	102,490	55	.....	214,742
1901.....	1,604	24,900	108,669	215	.....	219,309
1900.....	237	43,500	73,703	.....	3,900	184,301
1899.....	3,140	79,200	118,400	.....	11,550	192,142
1898.....	30,564	116,350	98,690	.....	87,995	137,256
1897.....	30,562	121,000	77,977	.....	94,200	95,669
1896.....	12,914	85,250	26,763	.....	19,880	61,871
1895.....	17,873	18,150	64,761	.....	500	75,977
1894.....	2,281	21,450	37,574	.....	.....	89,216
1893.....	1,270	28,600	62,316	.....	.....	73,327
1892.....	4,889	26,950	47,138	.....	1,263	77,990
1891.....	6,246	158,950	46,840	.....	23,221	78,294
1890.....	2,200	160,600	58,698	.....	19,000	80,182
1889.....	3,850	119,900	33,222	805	502	87,122
1888.....	4,875	105,500	37,524	3,536	7,995	97,183
1887.....	5,788	149,000	71,978	8,777	4,890	66,900
1886.....	23,345	217,500	45,420	9,626	500	56,239
1885.....	16,592	53,000	37,178	247	500	56,645
1884.....	3,969	44,000	28,766	703	6,025	33,171
1883.....	4,542	102,500	39,592	922	40,681	32,641
1882.....	6,435	264,250	24,134	685	66,004	34,064

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1902.

January.....	\$1 35@1 40	July.....	\$1 80@1 35
February.....	1 35 1 40	August.....	1 80 1 35
March.....	1 85 1 40	September.....	1 80 1 35
April.....	1 85 1 40	October.....	1 80 1 35
May.....	1 85 1 40	November.....	1 80 1 35
June.....	1 85 1 40	December.....	1 80 1 35

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEARS.	POTATOES.			ONIONS.		
	RECEIPTS.			SHIPMENTS.		
	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.
1902..	758,936	1,364,500	3,641,308	567,677	888,915	2,591,946
1901..	307,603	1,973,250	2,896,059	453,241	660,410	2,020,133
1900..	334,206	1,561,950	2,564,568	515,800	799,103	2,345,003
1899..	567,420	1,761,300	3,463,560	614,533	770,478	2,614,077
1898..	483,682	1,637,800	3,108,666	498,215	488,007	1,982,652
1897..	239,685	1,847,000	2,566,055	425,791	656,020	1,933,393
1896..	328,064	1,195,100	2,189,292	484,105	639,152	2,091,487
1895..	415,407	1,133,150	2,469,371	400,747	826,794	2,028,965
1894..	165,674	895,500	1,392,522	343,521	299,490	1,345,053
1893..	133,688	1,243,250	1,643,314	346,107	457,246	1,495,567
1892..	184,247	1,283,900	1,686,641	343,795	458,173	1,489,558
1891..	138,329	1,417,150	1,832,137	262,631	539,551	1,327,444
1890..	121,773	1,111,600	1,476,919	333,767	377,178	1,372,479
1889..	98,373	697,800	992,919	453,446	731,901	2,092,239
1888..	170,781	707,150	1,219,493	396,083	234,537	1,422,786
1887..	117,412	799,400	1,301,636	372,405	194,403	1,311,618
1886..	163,720	471,850	812,950	539,633	180,645	1,789,544
1885..	109,786	691,750	1,021,108	545,812	123,007	1,758,943
1884..	158,857	700,275	1,176,846	274,112	128,009	1,020,345
1883..	266,397	859,700	1,478,891	822,940	97,877	1,066,697

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

FRUIT AND PRODUCE.

By MANLEY G. RICHMOND.

Taken as a whole, the business of St. Louis, in 1902, has surpassed all preceding years. The tonnage larger, and the values on most commodities, very satisfactory. Only one branch of the fruit trade has been a decided sufferer through the conditions of 1902. The foreign lemon trade speculators in Sicily lemons, having had about the worst season in their records.

APPLES.

The crop of 1902, was the largest ever raised in the United States, exceeding the bumper crop of 1896. The visible supply in storage on December 31st, as furnished by the National Apple Shippers Association, including the holdings of Canada, were 4,074,169 barrels, equal to 12,222,507 bushels. Exports out of the crop up to December 31st, were 1,737,070 barrels. The total exports out of the 1896 crop, was 2,900,000 barrels, which were the largest ever exported out of any one crop. It is reasonable to predict that the exports out of the 1902 crop will exceed those of 1896, by several thousand barrels, and taking into consideration that the values so far, have been fully 33½ per cent better than the preceding bumper crop year, speaks well for the gaining popularity abroad for our American apples. The States looking to St. Louis for their distribution of its crops, distributed their proportion to making up of the record breaking crop. The receipts for St. Louis, were 448,225 barrels, (These do not take into account the wagon receipts.)

POTATOES.

The local crop of potatoes for 1902, was large. Shipments alone out of the American Bottom was 5,175 cars, equal to 2,587,500 bushels. Also wagon receipts, which are conservatively estimated at 800,000 bushels more. The average price paid to the farmer was fifty cents per bushel, making \$2,193,750 paid out for the crop. The receipts for 1902, added to the Bottom potatoes, were 2,729 cars and 758,936 packages, or 3,261,840 bushels, making a total of 6,649,340 bushels handled through the St. Louis market.

The Government figures for 1902 crop, were large. The States of which St. Louis is the natural outlet and distributing center, contributed largely to making of the large crop, as indicated in the government report and received handsome returns. As a whole, the potato trade was very satisfactory to both dealer and grower.

ONIONS.

The receipts of onions for 1902, was 373 cars and 106,600 packages; these figures do not include the local crop, which was moved principally by wagons.

ORANGES AND LEMONS.

The receipts of oranges for 1902, was 675,779 boxes and barrels. The receipts of lemons, 126,401 boxes. The business done in oranges was satisfactory, showing a gain over previous year; but the lemon traders suffered to some extent, owing to the season not being adapted to their consumption, summer too cool.

MELONS.

Receipts of melons for 1,902, was 1940 cars.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES FOR 1902.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls	448,225	321,473
Ale and Beer.....packages.....	.....	5,102,090
Bananas.....cars	2,126	1,526
Barbed Wire.....pounds	43,761,300	72,354,520
Beef.....barrels and tierces.....	.....	3,544
Fresh Beef.....pounds	31,968,300	318,387,455
Canned Beef....." .....	.....	4,532,680
Boots and Shoes.....cases.....	937,625	1,151,231
Cordage and Rope.....coils.....	81,375	.....
Cement.....sacks	1,986,565	.....
".....barrels.....	149,835	.....
Cotton Seed Meal.....tons.....	24,291	20,133
Candles.....boxes .....	.....	163,753
Eggs.....packages	825,999	512,562
Fish....."	71,300	.....
Fertilizer.....tons .....	.....	63,412
Hops.....bales.....	4,557	.....
Iron and Steel.....tons.....	278,027	.....
Leather.....rolls.....	132,125	.....
Lemons.....boxes	126,406	92,836
Malt.....sacks	178,000	149,175
Nails.....kegs	752,575	883,226
Oils.....barrels	75,805	.....
".....tanks	9,066	.....
Oil Cake.....tons.....	.....	1,061
Oranges.....packages.....	675,779	478,658
Ore, Iron.....tons.....	110,282	12,350
" Zinc....."	37,542	31,552
Pig Iron....."	275,423	221,764
Railroad Iron....."	174,325	.....
Staves.....M.....	449	.....
".....cars	5,572	.....
Soap.....boxes .....	.....	1,121,449
Tallow.....pounds	5,792,600	10,897,900
Tin.....boxes	122,090	.....
Wines and Liquors.....barrels.....	28,545	.....
".....boxes and cases.....	95,120	.....
Zinc and Spelter.....slabs.....	2,357,385	2,542,445

FIRE RECORD FOR 1902.

As Reported by Capt. CHAS. EVANS, Underwriter's Salvage Corps.

MONTHS.	ON BUILDINGS.			ON CONTENTS.		
	Insurance.	Losses to Companies.	Total Losses.	Insurance.	Losses to Companies.	Total Losses.
January ...	\$ 890,746 80	\$ 184,553 54	\$ 185,552 78	\$1,264,129 00	\$ 470,109 58	\$ 508,712 74
February ...	310,897 50	84,544 41	87,899 41	155,884 50	55,574 19	55,574 19
March	1,080,566 98	69,796 68	70,569 68	485,097 92	184,418 87	197,886 87
April	178,086 00	11,852 26	11,852 26	69,002 00	9,408 62	9,408 62
May	240,191 98	55,195 76	56,453 98	171,707 00	128,262 78	128,262 78
June	184,412 68	25,248 61	25,279 61	598,796 00	28,686 52	24,764 27
July	210,874 00	6,051 08	6,051 08	91,585 00	12,088 45	12,088 45
August	172,089 00	6,929 87	6,929 87	518,700 00	5,187 40	5,187 40
September ..	187,897 68	6,904 91	6,904 91	82,426 00	6,488 45	6,488 45
October ...	248,510 00	13,396 98	13,410 98	77,810 00	17,136 96	17,136 96
November ...	226,870 00	17,881 21	17,881 21	129,767 50	88,688 19	88,688 19
December ...	885,971 20	29,278 64	29,278 64	554,228 75	82,509 95	83,821 58
Totals ...	\$4,864,574 87	\$ 430,968 86	\$ 436,884 29	4,142,546 87	\$1,028,453 96	\$1,062,887 45

FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses.	Insurance.	Losses.
January	\$ 124,675 00	\$ 1,652 25	\$ 81,850 00	\$ 1,184 20
February	41,016 68	219 15	54,000 00	606 94
March	52,400 00	298 55	26,797 75	411 64
April	87,168 57	448 82	80,874 00	1,021 68
May	72,507 00	601 10	61,077 80	637 60
June	51,500 00	181 44	72,675 00	1,502 55
July	70,100 00	281 00	20,812 50	480 29
August	79,958 50	191 49	9,500 00	194 55
September	86,500 00	196 00	22,296 05	267 72
October	568,410 00	718 68	17,000 00	189 65
November	25,800 00	86 50	11,900 00	174 65
December	12,645 00	98 56	29,850 00	962 85
Totals	\$1,170,675 78	\$ 4,862 99	\$ 488,182 60	\$ 7,558 80

INSURANCE LOSSES AND PERCENTGES ON BUILDINGS AND CONTENTS DURING TWELVE YEARS.

YEAR.	No. of fires and Alarms.	Amount of Insurance Involved.	Amount of Losses to Insurance Co's.	Percentage
1891	1572	9,659,181 86	2,792,939 76	28.91
1892	1587	7,939,969 91	1,619,055 03	20.39
1893	1435	7,545,353 64	2,100,616 60	27.84
1894	1513	4,206,085 29	1,194,106 01	28.38
1895	1640	5,181,017 00	779,678 97	15.05
1896	1858	6,454,361 63	881,860 74	13.66
1897	1965	11,580,261 12	2,246,980 61	19.40
1898	2094	9,277,860 09	1,148,823 25	12.32
1899	2473	9,017,903 97	928,159 54	10.20
1900	2048	10,338,995 23	1,855,023 10	17.94
1901	2873	23,960,542 56	2,705,427 67	11.39
1902	2076	10,605,929 37	1,501,754 50	14.16

MONTHLY RECEIPTS FOR 1902.

Date—1902.	Apples, bbls.	Bagging, pcs.	Ban- anas. Cars.	Barley.		Butter, lbs.	Beans, sks. and bbls.	Barbed Wire lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.
				Sacks.	Bushels.					
January	3,298	.....	72	.....	274,500	1,092,300	15,640	4,754,000	3,111,009	110,296
February	5,840	.....	62	.....	142,500	898,900	12,295	4,239,700	3,106,200	95,375
March	6,509	410	117	.....	129,000	884,570	15,880	3,323,000	1,876,400	89,695
April	3,682	.....	170	.....	53,000	817,775	3,800	3,298,000	1,759,000	76,190
May	1,600	2,600	216	.....	22,000	1,299,840	4,880	3,763,000	2,365,400	68,435
June .....	.....	1,155	260	102	3,000	1,892,705	2,800	2,468,000	2,116,800	75,940
July	4,209	10,320	281	44	1,000	2,117,565	600	1,669,900	2,549,400	71,885
August	20,435	17,995	177	12	1,000	1,095,980	1,915	3,770,700	2,654,100	67,015
September	70,090	6,000	250	.....	112,000	1,196,310	7,880	4,245,000	3,117,400	73,645
October	221,945	4,850	182	25	582,000	1,276,335	14,770	3,719,000	3,451,500	77,505
November	69,822	1,700	154	33	497,000	879,580	14,880	5,008,000	3,023,300	67,165
December	40,795	.....	185	.....	417,000	1,182,835	7,650	3,510,000	2,887,700	68,560
Totals	448,225	45,080	2,126	216	2,224,000	14,572,645	102,490	43,761,300	31,968,200	987,635
By Railroad	361,530	45,080	2,126	12	2,224,000	13,690,690	102,365	42,641,300	31,968,200	987,280
" River	86,695	.....	.....	204	.....	86,470	125	920,000	.....	845
" Express .....	.....	.....	.....	.....	.....	912,485	.....	.....	.....	.....

17

257

[illegible]

MONTHLY RECEIPTS FOR 1902 — Continued.

THE CITY OF ST. LOUIS.

259

[illegible]

MONTHLY RECEIPTS FOR 1902.—Continued.

Date—1902.	Horses & Mules, head.	Hides, lbs.	Hogs, head.	Hops, bales.	Iron and Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.
January	14,894	5,471,680	208,518	1,285	19,885	1,763	5,412,100	159,680
February	10,985	3,356,290	143,612	594	22,442	11,321	6,276,900	184,575
March	12,208	3,797,520	108,252	205	26,569	4,449	5,238,000	172,050
April	10,438	3,829,150	100,488	145	24,642	18,390	4,760,900	155,235
May	7,924	4,512,910	114,868	114	26,659	6,772	3,068,700	170,475
June	5,886	3,774,070	100,316	242	27,301	5,085	2,978,500	149,685
July	7,309	4,018,350	79,233	.....	27,134	6,026	2,804,400	143,680
August	7,917	5,201,550	86,461	58	22,187	14,102	2,944,100	142,920
September	12,607	5,980,660	119,008	125	22,372	1,847	1,905,000	181,120
October	12,888	5,228,320	171,720	.....	21,892	2,500	2,349,100	206,140
November	10,679	5,186,680	142,643	699	18,901	3,395	2,328,800	159,390
December	9,077	5,981,640	124,331	1,110	18,098	860	3,073,500	189,850
Totals	122,697	56,237,220	1,494,395	4,557	276,027	76,510	43,195,000	2,007,720
By Railroad	106,943	55,719,490	1,399,499	4,557	276,027	76,510	43,195,000	2,007,720
" River	2,035	524,730	79,028	.....	.....	.....	.....	.....
" Driven	18,719	.....	15,896	.....	.....	.....	.....	.....

261

261

MONTHLY RECEIPTS FOR 1902 — Continued.

Date — 1902.	Oatmeal and Rolled Oats.			Oils.		Onions.		Oranges, Boxes and Barrels.	Ore.		Pig Iron, tons.
	Skts.	Bbls.	Cases	Bbls.	T'ns	Skts. & bbls.	Cars, blk.		Iron, tons.	Zinc, tons.	
January	606	10	5,670	8,486	876	5,304	55	74,625	7,352	3,021	22,886
February	3,210	310	5,535	4,815	574	8,005	41	224,935	4,185	2,259	20,987
March	2,160	105	4,995	3,490	620	5,191	60	130,875	3,102	4,437	23,541
April	100	50	2,595	5,985	688	1,358	5	94,210	10,555	3,664	25,462
May .....	.....	.....	530	8,070	764	10,040	3	22,475	13,957	3,993	24,111
June	500	20	2,995	7,790	724	6,428	5	16,009	13,274	3,768	22,065
July	415	25	1,950	6,170	703	3,268	4	3,900	4,053	4,053	21,508
August	10	15	3,980	5,450	714	18,300	2	2,035	5,725	3,022	24,455
September	1,715	405	10,435	5,255	801	21,282	23	2,910	18,103	2,711	23,777
October	2,470	115	9,365	5,710	859	14,500	61	8,220	9,524	2,762	19,323
November	850	160	14,525	7,535	777	8,110	76	10,130	11,639	1,680	19,814
December	410	180	4,350	7,000	996	1,838	38	85,655	8,508	2,172	26,744
Totals	12,445	1,395	66,975	75,805	9,066	106,600	373	675,779	110,282	37,542	275,423
By Railroad	12,445	1,395	66,515	75,735	9,066	99,625	373	675,779	110,282	37,542	274,673
" River .....	.....	.....	460	70	.....	6,975	.....	.....	.....	.....	750

MONTHLY RECEIPTS FOR 1902. — Continued.

Date—1902.	Pelties and Furs, pigs.	Pork Product.			Potatoes.		Rye.	
		Bl'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Sks. and bbls.	Car in Bulk.	Sacks.	Bush.
January	541	230	1,636,800	22,185,500	23,397	261	.....	37,500
February	410	775	1,942,100	20,767,400	21,115	254	.....	15,750
March	1,035	1,400	1,842,000	25,682,000	32,650	404	.....	47,700
April	5,449	520	1,107,000	22,806,300	16,536	259	56	29,700
May	1,824	85	1,294,500	20,816,600	81,156	178	498	20,700
June	3,576	210	1,227,300	19,372,300	445,376	255	62	14,400
July	449	605	2,504,300	21,751,800	31,942	67	932	28,100
August	3,167	650	1,182,000	21,881,400	28,192	98	1,077	81,000
September	519	195	888,100	19,783,500	14,486	120	705	172,800
October	5 5 5	100	746,800	15,042,600	19,305	297	994	131,400
November	851	.....	622,700	12,887,700	14,161	320	399	235,800
December	7,708	200	388,700	11,372,600	30,706	216	314	116,100
Totals	31,094	4,970	15,382,800	238,249,700	768,986	2,729	5,087	928,950
By Railroad	29,307	4,970	15,382,800	238,249,700	742,005	2,729	220	928,950
" River	1,777	.....	.....	.....	16,981	.....	4,867	.....

MONTHLY RECEIPTS FOR 1902—Continued.

Date—1902.	Rice, pkgs.	Rosin, bbls.	R. R. Iron tons.	Salt.		Seeds, Sacks and bbls.	Sheep. Head.	Staves.	
				Sacks.	Ebbls.			M.	Carr.
January	26,800	7,070	19,470	2,850	28,325	6,757	26,857	.....	541
February	25,940	3,585	8,550	2,930	6,275	4,994	19,538	.....	361
March	23,580	3,205	11,815	1,975	11,065	6,314	23,572	50	451
April	14,805	4,275	6,680	4,850	13,375	4,798	30,433	.....	471
May	11,900	6,235	9,550	1,460	10,190	1,230	66,302	60	363
June	9,223	10,065	6,735	2,850	19,360	681	78,385	147	341
July	10,770	10,565	18,880	2,765	22,305	460	60,419	.....	509
August	4,335	6,805	14,560	3,205	19,300	11,014 11,014	51,848	.....	408
September	6,945	7,790	8,300	1,415	22,045	17,876	52,769	.....	530
October	13,055	7,075	23,575	3,545	26,680	17,098	49,897	50	502
November	16,450	5,875	26,875	3,175	25,955	8,502	36,596	143	556
December	33,900	8,400	24,435	2,630	23,985	2,243	48,977	.....	561
Totals	196,575	81,005	174,325	33,650	228,770	81,767	540,443	449	5,572
By Railroad	196,575	81,005	174,325	33,650	228,770	80,431	525,148	.....	5,572
" River .....	.....	.....	.....	.....	.....	1,336	12,278	449	.....
Driven .....	.....	.....	.....	.....	.....	.....	2,922	.....	.....

MONTHLY RECEIPTS FOR 1902. — Continued.

Date — 1902.	Sugar.			Shingles, M.	Tallow, lbs.	Tar and Pitch bbls.	Tobacco.		
	Hds.	Bbls.	Bags.				Hds.	Pks. leaf.	Man'd. lbs.
January	198	35,080	50,330	6,450	883,800	416	3,454	743	1,097,700
February	35,240	41,405	5,235	347,900	190	4,927	558	1,236,900
March	26,485	36,805	3,200	508,900	280	11,298	920	1,438,600
April	39,530	64,625	10,280	486,800	685	11,073	1,568	1,522,200
May	37,240	35,025	9,910	463,900	265	4,481	552	1,611,600
June	36,080	44,860	10,085	452,200	85	2,596	743	1,795,970
July	41,230	34,235	9,440	538,300	150	4,231	684	1,208,140
August	32,605	36,265	8,090	252,200	225	3,344	966	1,466,900
September	32,105	35,950	7,495	176,400	350	1,312	952	2,034,900
October	29,385	43,320	9,840	579,600	425	1,168	1,554	1,872,000
November	53,780	41,160	16,970	611,200	300	3,210	1,024	1,030,800
December	65,190	47,720	11,345	491,800	2,048	5,440	788	1,155,800
Totals	198	463,910	511,200	108,340	5,792,600	5,399	56,534	11,027	16,962,410
By Railroad	198	408,395	474,225	108,250	5,284,800	5,216	56,530	11,016	16,954,410
By River	55,515	36,975	90	527,800	183	4	11	8,000

MONTHLY RECEIPTS FOR 1902—Continued.

Date—1902.	Turpentine.		Tin, Boxes.	Tea, Chests.	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc and Spelter Slabs.
	Bbls.	T'ns			Sacks.	Bushels.	Barrels.	Bzs. & cas.		
January	64	2	7,615	915	6,622	428,800	2,410	7,475	1,192,560	199,890
February .....	.....	4	7,070	1,196	6,417	469,200	1,615	6,870	764,460	185,080
March .....	.....	11	30,005	1,270	15,011	780,400	2,050	7,680	304,180	212,980
April .....	.....	2	13,565	480	13,368	582,800	2,150	7,860	908,970	219,860
May .....	.....	17	9,805	570	24,306	1,264,600	2,125	7,530	3,765,930	229,350
June .....	.....	33	9,935	430	45,535	1,168,000	1,240	9,035	7,725,180	205,055
July .....	.....	23	6,540	600	521,432	4,770,900	1,535	6,230	6,762,350	216,690
August .....	.....	18	9,650	1,680	368,021	5,415,300	2,260	6,345	1,731,900	165,910
September	17	12	6,520	2,130	145,754	3,685,500	4,095	8,110	384,530	191,790
October .....	.....	16	9,490	1,325	91,141	3,607,200	3,440	9,520	767,070	210,610
November .....	.....	16	5,005	175	74,307	3,445,200	2,445	9,550	1,202,380	168,765
December .....	.....	10	6,860	6,230	26,418	1,478,000	3,180	9,415	788,690	151,965
By Wagon .....	.....	.....	.....	.....	.....	582,560	.....	.....	.....	.....
Totals	81	163	122,090	16,990	1,338,232	27,656,190	28,545	96,120	26,378,060	2,367,335
By Railroad	81	163	122,090	16,935	888,777	27,078,600	28,590	94,065	26,081,920	2,367,335
“ River .....	.....	.....	.....	55	969,455	.....	25	155	846,160	.....
Wagon .....	.....	.....	.....	.....	.....	582,560	.....	.....	.....	.....

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902.

Date—1902.	Apples, bbls.	Ale & Beer, pkgs.	Bagging, rolls.	Ban- anas. Cans.	Barley, Sks. Bushels	Butter, lbs.	Beans, pkgs.	Beef, bbls. & tcs.	Barbed Wire, Pounds.	Canned Beef, lbs.	Fresh Beef, lbs.	Boots and Shoes, Cases.
January	20,440	271,325	4,720	72	3,960	435,470	18,740	400	8,352,700	200,380	20,463,350	93,985
February	19,520	295,410	2,840	68	.....	456,065	17,950	.....	7,776,200	191,800	20,212,300	84,585
March	18,092	366,290	4,265	93	20 12,760	663,140	20,770	40	7,109,900	129,800	23,595,400	94,580
April	17,100	396,660	15,980	126	340 7,180	801,050	18,045	93	6,495,260	133,400	20,815,850	92,445
May	10,955	508,195	20,080	136	..... 9,950	710,590	15,760	87	6,637,160	1,101,300	19,045,005	96,135
June	6,135	559,500	20,315	264	..... 955	1,417,375	13,705	39	5,829,450	1,809,700	33,319,500	97,615
July	12,982	610,845	38,637	207	.....	1,463,355	11,488	94	4,854,250	87,750	30,204,250	99,204
August	9,086	593,830	53,942	165	48	842,365	13,514	140	4,085,800	72,550	31,245,350	102,965
September .	18,455	456,795	33,325	135	.....	711,450	16,660	76	4,172,800	190,700	28,944,700	103,744
October	97,693	441,575	31,610	83	150 5,480	880,920	24,540	77	5,105,800	295,600	32,634,200	103,494
November ...	47,785	341,545	28,600	101	50 8,155	791,650	22,445	149	5,642,300	149,500	28,503,450	86,545
December ...	43,350	320,120	7,006	78	760 13,785	1,138,040	21,125	2,349	5,992,900	220,200	29,404,100	95,904
Totals ..	321,473	5,102,090	261,320	1,528	1368 62,225	10,314,500	214,742	3,544	72,354,520	4,532,680	318,387,455	1,151,231
By Railroad ..	320,273	5,047,360	256,818	1,528	1320 62,225	10,298,090	207,492	2,896	71,243,600	4,532,680	318,149,750	1,125,620
" River	1,200	54,730	4,502	.....	48	10,410	7,250	718	1,110,920	.....	237,705	25,611

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Continued.

Date—1902.	Bran.		Cattle, head.	Castor Beans, Sacks.	Cheese, bxs.	Coal, tons.	Coffee.		Corn.		Cotton, bales.
	Sacks.	Cars blk.					Sacks.	Pkgs.	Sacks.	Bushels.	
January	55,345	94	8,927	.....	20,685	110,500	20,185	18,620	157,480	1,551,465	138,578
February	31,315	66	12,621	.....	21,525	91,110	14,405	21,680	108,705	1,238,305	80,640
March	47,760	64	9,284	.....	28,080	74,955	16,620	27,915	91,415	1,336,595	91,564
April	76,740	67	11,862	.....	22,625	68,405	13,405	29,890	83,163	977,495	42,881
May	50,102	52	14,671	.....	21,445	62,085	15,215	26,670	86,780	1,049,840	28,511
June	85,354	100	28,375	.....	20,015	68,390	15,370	26,340	40,595	646,645	15,972
July	129,858	40	41,861	.....	22,917	84,981	16,318	28,180	19,166	399,305	14,441
August	137,839	121	48,182	20	32,622	70,616	15,796	29,296	10,832	886,560	10,657
September	138,370	55	51,569	.....	27,443	89,275	14,510	28,615	6,490	496,145	12,963
October	165,010	33	53,325	.....	38,600	82,925	18,855	32,870	3,407	511,585	66,706
November	129,775	48	26,109	35	28,685	123,630	15,780	29,490	3,755	949,415	117,795
December	109,455	81	25,405	.....	29,415	126,105	15,780	32,110	2,670	1,814,330	134,708
Totals	1,206,460	821	342,191	55	313,067	1,047,287	192,159	331,656	614,458	11,855,085	749,777
By Railroad	1,180,992	821	338,672	35	308,181	1,035,922	180,351	331,656	575,115	11,638,685	749,692
River	25,468	...	3,319	20	4,886	11,465	11,808	.....	38,343	216,400	85

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Continued.

Date—1902.	Cotton- seed Meal, tons.	Candles, bxs.	Dried Fruit, pkgs.	Eggs, pkgs.	Flaxseed, Bus. blk.	Flour, bbls.	Fertili- zer, tons.	Grease, lbs.	Hay, tons.	Horses and Mules, head.	Hides, lbs.
January	4,145	13,005	36,175	4,740	.....	211,710	4,555	520,550	8,635	11,798	8,055,550
February	1,645	13,310	30,875	15,246	3,505	154,515	3,550	230,400	8,530	9,416	5,966,700
March	1,640	11,630	23,735	84,625	2,430	184,215	6,560	203,100	8,922	10,262	6,794,600
April	1,280	15,280	24,135	114,425	6,465	162,932	4,760	536,450	8,896	7,968	7,561,500
May	1,165	12,415	19,455	78,050	9,440	159,200	1,525	401,700	6,203	7,139	7,788,100
June	555	9,725	17,300	29,965	1,530	212,406	2,460	406,500	4,953	4,498	5,770,900
July	608	10,638	16,403	30,757	855	192,978	4,506	567,700	4,590	5,538	6,728,100
August	400	8,845	24,942	20,964	61,035	260,575	4,704	353,650	10,034	5,711	8,545,400
September	540	14,565	39,860	23,090	20,410	245,435	10,979	360,850	7,441	8,682	9,781,700
October	1,445	16,725	57,690	42,630	7,780	299,565	7,468	620,700	7,870	11,099	10,956,100
November	2,655	19,450	80,175	29,130	12,890	280,235	4,515	423,000	7,041	8,942	11,600,260
December	4,045	19,165	49,610	38,840	3,415	300,635	7,800	533,260	6,473	7,524	9,923,300
Totals	20,133	163,753	420,855	512,562	129,205	2,684,451	63,412	5,207,850	89,028	98,425	99,367,210
By Railroad	20,133	162,769	411,560	512,557	129,205	2,614,209	63,365	5,193,100	88,135	96,108	99,363,550
" River .....	.....	984	9,295	5	.....	70,242	27	14,750	3,893	3,322	3,680

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Continued.

Date—1902.	Hog, head.	Lard, lbs.	Lead, pgs.	Lumber, Cars	M ft.	Malt, sacks.	Mdse. and Sundries.		Melons		Molasses.	
							Pkgs.	Cars.	Cars.	Bbls.	Kgs.	
January	6,705	8,657,935	97,185	9,715	4,386	6,065	3,059,100	20,583	.....	.....	11,745	3,255
February	6,010	7,558,500	81,560	6,330	4,086	6,600	2,894,980	19,248	.....	.....	10,800	2,515
March	6,675	7,717,195	110,505	7,235	6,659	54	10,015	3,813,348	22,477	.....	10,095	2,540
April	8,245	6,593,575	92,621	9,360	6,758	211	16,730	3,347,377	22,567	.....	10,617	2,405
May	7,300	4,951,880	104,465	7,330	6,273	338	19,645	3,401,607	22,219	.....	9,030	2,310
June	4,175	6,272,915	108,635	6,790	5,746	148	18,080	3,356,905	22,815	19	8,323	2,430
July	5,662	4,654,645	134,621	11,354	6,181	142	14,950	3,324,570	22,651	510	7,032	3,925
August	6,930	5,331,130	127,143	11,717	6,560	224	13,735	3,345,263	23,630	662	8,424	2,820
September	5,315	5,814,670	150,680	5,065	6,276	176	8,695	3,423,099	24,396	39	11,712	3,385
October	5,777	7,390,045	131,441	5,810	6,893	313	12,805	3,636,948	25,348	.....	16,864	5,095
November	4,573	5,543,675	107,434	4,940	5,651	394	11,005	3,175,190	22,580	.....	14,080	3,890
December	4,950	6,646,400	112,829	6,700	6,258	86	10,850	3,332,085	23,121	.....	14,894	3,680
Total	72,317	77,135,565	1,354,119	92,836	71,727	2,086	149,175	39,640,372	271,635	1,230	134,046	38,300
By Railroad	67,092	76,463,915	1,350,006	92,836	71,727	.....	146,620	38,205,525	271,635	1,230	131,186	38,045
“ River	5,225	666,750	4,113	....	.....	2,086	2,555	1,434,847	.....	.....	2,860	255

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Continued.

Date—1902.	Nails, kegs.	Oats.		Oil Cake, tons.	Onions, pkgs.	Oranges bxs. & bbls.	Ore, tons.		Pig Iron, tons.	Pork Product.		
		Sacks.	Bushels.				Iron.	Zinc.		B'd Pork bbls.	Hams, lbs.	Meats, lbs.
January ...	80,985	76,245	928,155	30	18,880	65,190	190	2,040	19,305	378	3,767,740	19,867,500
February ..	67,240	53,285	587,890	6	15,805	142,430	840	1,555	19,485	277	2,498,500	19,255,500
March	63,760	68,390	647,780	.....	14,080	83,085	60	1,675	23,185	809	3,740,350	19,236,600
April	68,050	68,040	616,400	15	11,405	72,470	685	1,935	18,315	238	4,385,970	19,986,155
May	63,260	61,430	412,380	20	11,140	20,115	105	2,630	15,295	425	4,406,845	19,971,550
June	69,110	42,115	454,190	235	10,410	14,240	60	2,475	14,545	372	4,311,220	19,504,045
July	68,168	19,287	310,725	85	8,762	5,868	.....	2,618	14,784	926	4,988,230	22,442,680
August	65,325	30,741	1,009,119	140	13,334	3,965	295	3,174	15,765	909	5,294,750	21,688,400
September .	68,380	38,505	975,220	455	23,900	4,400	1,700	4,555	18,475	757	3,229,310	24,886,810
October	90,563	38,065	880,775	274	23,100	9,320	4,155	3,400	20,410	1,116	2,429,400	23,740,075
November .	74,325	52,375	1,042,245	203	19,085	11,305	4,080	2,615	17,900	708	2,648,925	20,227,500
December	99,135	35,300	714,200	218	15,415	46,280	280	2,880	24,380	778	4,865,550	17,900,500
Totals ..	883,226	622,778	8,544,049	1,681	184,826	478,658	12,360	31,552	231,764	7,886	48,566,790	248,477,215
By Railroad	567,217	563,383	8,515,640	1,681	182,496	478,658	12,245	31,552	231,764	7,432	45,973,690	245,719,990
" River ..	26,009	60,395	28,409	.....	2,330	.....	105	.....	.....	404	593,170	2,757,225

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902.—Continued.

Date—1902.	Potatoes.		Rye.		Rice,		Salt.		Sheep, head.	Sugar.	
	Pkgs.	Bus.	Sacks.	Busbels.	pkgs.	Sacks.	Bbla.	Cars, blk.		Hhds.	Bbla.
January	29,785	48,825	.....	47,925	18,735	7,470	27,330	5	567	100	22,770
February	29,525	41,330	.....	14,610	25,775	2,340	9,850	2	349	.....	18,890
March	28,315	42,600	35	38,645	27,935	3,075	12,565	4	535	.....	19,930
April	25,995	31,540	100	37,330	18,745	3,130	14,370	5	1,767	.....	29,760
May	37,935	61,990	.....	56,045	16,835	2,665	12,175	8	13,371	.....	23,665
June	235,510	304,375	25	32,232	17,000	3,420	16,655	6	20,277	.....	22,700
July	51,200	83,300	.....	9,230	9,566	5,115	26,763	26	6,321	.....	16,941
August	31,017	66,025	563	31,395	10,913	8,016	23,573	9	8,700	.....	18,048
September	31,980	35,195	1,000	96,970	12,280	6,810	18,980	29	7,198	.....	16,229
October	29,130	40,495	20	115,090	22,990	9,285	23,885	9	5,139	.....	18,690
November	20,706	36,755	.....	202,120	22,495	5,470	20,425	23	5,212	8	27,455
December	23,600	46,995	74	222,685	25,410	6,295	22,740	8	4,255	10	32,331
Totals ..	567,377	838,915	1,817	901,817	228,498	63,081	229,331	134	74,241	118	266,919
By Railroad ..	555,897	838,915	1,830	878,605	226,698	63,966	220,844	134	73,370	118	251,848
" River	11,780	.....	487	23,212	1,900	125	8,987	.....	871	.....	15,571

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1902—Concluded.

Date, 1902.	Soap, bxs.	Sour Kraut, pkgs.	Tallow, lbs.	Coco- nut oil, lb.	Tobacco, Manuf'd, lbs.	Wheat.		Whisky & High- Wines, bbls.	Wool, lbs.	White Lead lbs.	Zinc and Spelter, slabs.
						Sacks.	Bushels.				
January.	83,720	11,280	1,194,500	179	6,559,900	305	1,607,305	12,041	2,854,950	4,520,550	116,370
February.	70,435	6,935	1,602,200	188	4,890,200	350	1,203,410	12,610	916,080	4,725,200	169,635
March...	78,880	4,500	1,199,700	122	6,907,575	955	842,780	18,594	2,966,000	6,779,315	218,630
April....	96,380	2,805	1,245,300	186	7,575,450	2,186	810,795	18,082	1,820,000	7,088,700	236,635
May.....	100,775	1,375	467,500	209	10,480,400	2,848	1,218,135	14,435	1,975,300	6,418,450	249,110
June	90,915	685	755,900	228	9,222,450	750	1,146,630	13,263	3,559,550	6,074,350	220,935
July	94,700	1,405	426,300	108	7,168,825	360	1,431,805	12,919	4,131,270	5,370,560	243,856
August..	97,424	5,988	290,900	53	7,268,910	3,240	4,061,965	11,295	2,471,000	5,449,300	219,059
Sept'mb'r	105,700	29,670	542,600	848	9,044,785	965	2,719,310	11,463	1,443,200	5,072,850	253,645
October.	105,230	43,365	988,200	190	8,882,110	100	2,623,777	13,556	2,776,700	5,906,850	245,635
Novem'r.	91,010	23,455	1,313,500	176	6,626,510	350	2,458,442	11,114	3,799,600	4,953,050	269,395
Decem'r.	107,220	14,475	401,400	57	9,718,320	.....	2,103,840	12,568	2,558,700	5,119,800	173,700
Totals.	1,121,449	145,778	10,897,900	1,944	94,335,135	12,357	22,248,704	151,965	30,072,350	67,430,975	2,542,445
By R. R..	1,102,614	145,778	10,897,200	1,939	94,141,190	7,574	19,939,980	148,357	30,068,850	65,644,760	2,542,445
" River	19,835	.....	700	5	193,945	4,683	2,308,714	3,608	3,500	1,786,215	.....

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1902.

By Railroad, River, etc.	Apples, bbis.	Bag- ging, pos.	Ban- anas, cars.	Barley.		Butter, lbs.	Beans, sks., bbls.	Barbed Wire, lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.	Bran and Shipstuf.	
				Sacks.	Bushels.						Sacks.	Cars in blk.
Chicago & Alton R.R., Mo. Div.	1,680					490	2,570		5,268,000	140	46,010	
Missouri Pacific R.R.	54,070			12	750	4,431,320	6,085		123,500	49,615	306,680	800
St. Louis & San Francisco R.R.	70,165		8			201,280	3,230			1,393	223,890	
Wabash R. R. (West)	19,763				60,250	347,020			1,004,300	19,345	63,530	4
St. Louis, Kansas City & Col. R. R.	200					2,480						
Missouri, Kansas & Texas R. R.	5,335					371,140	15			11,970	54,615	16
St. Louis Southwestern Ry.											690	
St. L., Iron Mount. & Southern R.R.	580					2,890	200	25,000			54,885	8
Illinois Central R. R.	20,040		1,013		87,250	1,122,800		74,000		15,215	6,910	1
Louisville, Henderson & St. L. R. R.	100					24,800				79,465		
Louisville & Nashville R.R.	5,030	160	53			14,990				5,705	1,000	1
Mobile & Ohio	5,935		1,049			22,310				2,365	119,635	
Southern Railway	9,915		2		1,000					92,700	6,235	4
Balt. & Ohio S. W. R. R.	29,340					1,024,560	1,200	167,000		188,840	250	
Chicago & Alton	14,470				26,000	11,110	28,055	18,064,300	155,200	20,105	5,915	
C., C. & St. Louis	25,020					8,440	8,440	4,783,500		365,405		
Vandalia	9,155					678,440	400	2,643,000		21,930	400	
Wabash R. R. (East)	39,135	44,870			9,750	3,173,530	21,650	2,636,700	4,142,000	57,955	1,430	
Toledo, St. Louis & Western R. R.	20,010				1,050,500		850	9,552,000		1,710	5,470	
Chicago, Peoria & St. Louis R. R.	430				255,250			4,814,800		90	4,720	2
Chi., Bur. & Quincy R. R.	4,300				743,250	1,811,710	3,110	22,000	21,247,200	3,340	306,520	26
St. L., Keokuk & Northwestern R.R.	26,205		1			323,850	26,500				84,600	
St. Louis Valley R. R.						4,450					2,135	
St. Louis, Troy & Eastern Ry.	54,676					84,670	10			185	912	
Upper Mississippi River						50				140	4,073	
Lower "	1,947			204		300	115				215	
Illinois	29,870							920,000		20		
Missouri	202					912,455						
Ohio, Cumb. & Tenn. Rivers												
Express												
Total	448,225	45,030	2,126	216	2,234,000	14,572,645	102,490	43,761,800	31,938,200	937,625	1,250,200	838

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Cattle, head.	Castor Beans. Sacks.	Bu. blk.	Cement, Bbls.		Cheese, boxes.	Coal, tons.
				Sacks.	Bbls.		
Chicago & Alton R. R., Mo. Div.	17,829	.....	.....	14,260	8,800	.....	.....
Missouri Pacific R. R.	120,888	.....	.....	97,489	11,110	1,880	20,625
St. L. & San Francisco R. R.	288,083	.....	.....	680	.....	28	4,800
Wabash R. R. (West)	78,842	.....	.....	.....	200	.....	10
St. Louis, Kansas City & Colo. R. R.	1,751	.....	.....	.....	.....	.....	40
Missouri, Kansas & Texas R. R.	410,478	.....	.....	41,836	.....	480	180
St. Louis Southwestern R. R.	7,798	.....	.....	.....	.....	.....	.....
St. L., Iron Mountain & Southern R. R.	82,925	.....	.....	400	450	.....	26,680
Illinois Central R. R.	85,407	.....	7,200	26,965	20,775	7,920	1,040,863
Louisville, Henderson & St. Louis R. R.	72	.....	.....	11,765	1,800	.....	688,803
Louisville & Nashville R. R.	14,068	.....	.....	150	280	10	220,940
Mobile & Ohio	15,967	.....	.....	.....	.....	.....	688,803
Southern Railway R. R.	6,120	125	.....	279,680	88,715	175	788,700
Balt. & Ohio S. W. R. R.	5,886	.....	.....	45,860	9,780	.....	788,700
Chicago & Alton	5,869	.....	.....	106,860	7,626	1,870	23,806
Cleveland, Cin., Chi. & St. Louis R. R.	2,920	10,886	.....	481,660	13,185	8,500	160,885
Wabash R. R.	20,560	860	600	80,728	13,785	1,880	488,880
Vandalia R. R. (East)	24,115	.....	.....	217,820	16,080	785,408	160,880
Tol., St. Louis & Western R. R.	8,168	.....	.....	51,880	440	.....	20,800
Chicago, Peoria & St. Louis R. R.	210	.....	.....	497,815	4,550	.....	827,060
Chi., Bar & Quincy R. R.	9,454	.....	.....	61,880	.....	6,740	150
St. Louis, Keokuk & Northwestern R. R.	5,063	.....	.....	400	450	.....	4,860
St. Louis Valley R. R.	26,516	.....	.....	26,720	10,160	6,568	70
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.	.....	.....	.....	.....	.....	.....	.....
Lower " "	80	.....	.....	.....	.....	.....	.....
Illinois " "	2,112	.....	.....	.....	.....	.....	.....
Missouri " "	9,427	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers.	1,561	.....	.....	.....	.....	.....	.....
Driven.....	210	.....	.....	.....	.....	.....	.....
.....	169	.....	.....	.....	.....	.....	.....
.....	17,216	.....	.....	.....	.....	.....	.....
Total.....	1,161,628	11,811	7,800	1,986,535	149,835	784,420	4,688,280

THE CITY OF ST. LOUIS.

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Coffee,		COBEN.		COTTON.		Cotton Seed, tons.
	Sacks.	Pkgs.	Sacks.	Busbels.	bbbls.	Through-bales.	
Chicago & Alton R.R., Mo. Div.	475	625	8,178	540,000	68,060	29	.....
Missouri Pacific R.R.	5,800	.....	.....	729,500	.....	8	.....
St. L. & San Francisco R.R.	2,800	.....	.....	107,100	.....	18,594	205
Wabash R.R. (West)	2,805	265	824	1,102,500	2,625	.....	.....
St. L., Kansas City and Colo. R.R.	.....	.....	.....	2,600	.....	.....	.....
Missouri, Kansas & Texas R.R.	.....	20	8,188	268,200	.....	28,988	85
St. Louis Southwestern Ry.	.....	.....	.....	8,600	.....	32,043	1,885
St. L., Iron Moun. & South'n R.R.	68,570	.....	100	5,400	.....	57,903	8,415
Illinois Central R.R.	69,560	.....	7,708	984,500	.....	6,752	20
Louisville, Henderson & St. Louis R.R.	9,705	1,575	.....	4,500	600	.....	.....
Louisville & Nashville R.R.	67,170	865	22	9,000	1,225	.....	.....
Mobile & Ohio R.R.	40,310	2,735	.....	.....	200	1,861	.....
Southern Railway	14,555	400	.....	.....	21,520	.....	.....
Balt. & Ohio S.W. R.R.	2,225	.....	.....	2,700	.....	.....	.....
Chicago & Alton R.R.	1,200	.....	.....	2,852,200	.....	.....	.....
C., C. & St. Louis R.R.	82,180	785	.....	70,800	1,975	.....	.....
Vandalia R.R.	2,655	450	798	115,900	.....	.....	.....
Wabash R.R. (East)	4,850	89,040	686	1,075,400	91,185	.....	.....
Tol., St. Louis & Western R.R.	7,525	73,558	800	187,700	.....	.....	.....
Chicago, Peoria & St. Louis R.R.	.....	10	.....	2,085,900	.....	.....	.....
Chi., Burl. & Quincy R.R.	.....	.....	.....	1,688,000	.....	.....	.....
St. Louis, Keokuk & Northwestern R.R.	1,965	1,865	5,200	8,413,000	17,765	184	.....
St. Louis Valley R.R.	.....	.....	.....	18,500	.....	.....	.....
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	285	.....	.....
Upper Mississippi River	.....	.....	15,178	.....	.....	.....	.....
Lower " "	550	.....	81,480	.....	2,708	.....	.....
Illinois " "	.....	.....	4,068	.....	.....	.....	.....
Missouri " "	.....	.....	244	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	800,000	.....	2,497	.....
Wagon	.....	.....	.....	.....	.....	.....	.....
Total	82,265	120,968	72,486	15,848,500	202,725	108,217	5,570

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Cotton-Seed Meal, tons.	Coke, tons.	Dried Fruit, pkgs.	EGGS.		Flax Seed, Bu. blt.	Fish, pkgs.	Flour, bbls.
				Pkgs. Local.	Pkgs. Thro.			
Chicago & Alton R. R., Mo. Div.	.....	.....	1,614	946	1,200	.....	.....	219,145
Missouri Pacific R. R.	100	135	84,693	87,703	282,144	175,800	1,190	538,570
St. Louis & San Francisco R. R.	50	.....	47,876	39,982	82,812	24,600	.....	75,270
Wabash R. R. (West)	.....	.....	5,128	60,878	5,884	16,800	.....	886,800
St. L. City & Colo. R. R.	.....	.....	61	1,172	.....	.....	.....	886,265
St. L. Kansas & Texas R. R.	.....	.....	2,549	49,918	20,863	6,000	.....	58,470
St. Louis Southwestern Ry.	20	.....	.....	15	.....	.....	.....	5,120
St. L., Iron Moun. & South'n R. R.	2,885	.....	63,478	4,817	7,795	.....	10	5,815
Illinois Central R. R.	12,770	56	8,818	4,179	.....	.....	.....	19,025
Louisville, Henderson & St. Louis R. R.	5,111	2,840	1,145	5,161	.....	.....	.....	.....
Louisville & Nashville R. R.	150	10,040	1,881	8,191	.....	.....	.....	.....
Mobile & Ohio	8,755	60	46	5,191	299	.....	1,950	8,735
Southern Railway	.....	16,825	4,376	8,738	.....	.....	.....	1,956
Balt. & Ohio S. W. R. R.	.....	30,860	42,740	5,755	.....	.....	.....	20,436
Chicago & Alton	.....	430	491	.....	.....	600	4,280	800
C., C. & St. Louis	.....	39,840	1,918	891	.....	.....	6,115	48,640
Vandalia	.....	42,547	3	488	.....	.....	25	12,715
Wabash R. R. (East)	.....	880	19,866	7,878	75	.....	56,825	37,812
Toledo, St. Louis & Western R. R.	.....	450	1,570	58	.....	.....	225	50,615
Chicago, Peoria & St. Louis R. R.	.....	4,475	.....	.....	.....	.....	.....	4,063
Chicago, Burl. & Quincy R. R.	.....	.....	21,160	885	.....	.....	.....	194,175
St. Louis, Keokuk & Northwestern R. R.	.....	.....	10,626	10,626	1,790	76,200	610	147,600
St. Louis Valley R. R.	.....	.....	.....	4	.....	.....	.....	884,120
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....	4,985
Upper Mississippi River.	.....	.....	94	.....	.....	.....	.....	.....
Lower	.....	.....	2,796	4,712	.....	.....	.....	9,273
Illinois	.....	.....	2,189	28,107	.....	.....	.....	10,835
Missouri	.....	.....	46	1,827	.....	.....	.....	475
Ohio, Cumb. and Tenn. Rivers.	.....	.....	8	1,687	.....	.....	.....	90
Express	.....	.....	.....	171,819	.....	.....	.....	.....
Total	24,291	165,600	810,759	478,188	352,861	800,000	71,800	2,217,685

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Grease, lbs.	Glucose bbls.	High Wine & Whisky, bbls.	HAY.		Horses & Mules, head.	Hides, lbs.	Hogs, head.
				Local tons.	Through tons.			
Chicago & Alton R. R., Mo. Div.	91,000	.....	140	1,180	10	8,498	5,081,450	67,898
Missouri Pacific R. R.	80,460	.....	65	6,835	11,645	7,460	8,082,800	119,818
St. Louis & San Francisco R. R.	.....	70	200	6,638	280	6,638	2,207,870	184,880
Wabash R. R. (West)	.....	.....	170	7,738	70	19,622	19,778,730	184,277
St. L. & Kas. City and Colo. R. R.	.....	.....	.....	100	.....	81	21,420	8,144
Missouri, Kansas & Texas R. R.	56,560	.....	.....	7,150	1,570	8,688	8,084,810	76,083
St. Louis Southwestern Ry.	.....	.....	.....	490	.....	74	5,128,720	12,648
St. L., Iron Mt. & Southern R. R.	.....	.....	.....	65	50	2,822	5,826,700	58,812
Illinois Central R. R.	.....	508	6,885	8,470	115	6,168	474,210	94,177
Louisville, Henderson & St. L. R. R.	.....	4,405	4,405	.....	.....	.....	18,170	45,526
Louisville & Nashville R. R.	.....	800	6,885	450	.....	5,723	94,410	84,845
Mobile & Ohio	.....	.....	.....	.....	.....	736	824,800	80,427
Southern Railway	.....	.....	18,980	45	.....	2,244	102,880	70,921
Balt. & Ohio S. W. Railroad	.....	.....	11,973	9,800	253	2,728	102,780	79,572
Chicago & Alton	.....	8,445	1,360	17,220	2,570	2,868	684,860	91,741
C. C. C., & St. Louis	.....	.....	63	10,685	7,840	2,228	2,560	18,891
Vandalia	.....	.....	6,770	85,450	815	8,788	478,910	90,142
Wabash R. R. (East)	86,660	5,430	785	20,180	8,868	2,806	120,000	18,414
Toledo, St. Louis & Western R. R.	.....	.....	970	6,860	8,688	2,015	.....	88,016
Chicago, Peoria & St. Louis R.	.....	80,870	19,140	18,640	1,860	6,015	.....	92,606
Chi., Burl. & Quincy R. R.	.....	.....	.....	16,265	610	80,361	8,624,260	186,906
St. L., Keokuk & Northwestern R. R.	1,114,500	.....	885	.....	.....	.....	.....	.....
St. Louis Valley R. R.	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis Troy & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	.....	.....	.....	.....	.....	.....	.....
Lower	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	4,800	.....	.....	2,194	.....	1,116	60,720	12,241
Missouri	.....	.....	.....	775	.....	775	427,860	42,180
Ohio, Cumb. & Tennessee Rivers	.....	.....	.....	42	.....	180	10,780	21,888
Driven	.....	.....	.....	.....	.....	13	21,970	1,122
.....	.....	.....	.....	.....	.....	2	18,860	1,197
.....	.....	.....	.....	.....	.....	19,719	.....	19,888
Total	1,492,800	48,120	118,140	174,889	88,886	122,687	56,297,270	1,494,886

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, Etc.	Hope, bales.	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pgs.	Leath'r rolls.	Lem- ons, pgs.	Lumber.		Malt, shs.	Misc. & Sund's	
								Over.	M feet.		Pgs.	Over.
Chicago & Alton R.R., Mo. Div.	1,055	.....	.....	5,048,400	719,805	1,700	21,875	118	.....	.....	89,510	4,505
Missouri Pacific R.R.	.....	.....	.....	5,621,100	281,880	1,562	5,860	8,562	.....	500	885,210	18,249
St. Louis & San Francisco R.R.	124	.....	.....	4,192,400	8,780	1,280	1,045	1,784	.....	1,650	251,140	5,170
Wabash R.R. (West)	.....	.....	.....	4,149,800	24,450	.....	.....	26	.....	.....	696,240	7,788
St. L., Kansas City & Colorado R.R.	.....	.....	.....	.....	42,060	60	1,680	811	.....	310	5,680	2,554
Missouri, Kansas City & Texas R.R.	81	.....	.....	1,800	.....	.....	.....	10,933	.....	.....	193,730	7,864
St. Louis Southwestern Ry.	853	.....	.....	1,261,100	669,475	10	10,940	65,199	.....	.....	540	548
St. L., Iron Mountain & South'a R.R.	296	.....	76,870	1,261,100	.....	50	10,940	65,199	.....	.....	809,899	23,869
Illinois Central R.R.	170	.....	.....	978,500	.....	8,570	10	16,708	.....	1,260	470,100	15,328
Louis, Henderson & St. L. R.R.	77	.....	.....	500	.....	845	.....	76	.....	110	485,790	8,475
Louisville and Nashville R.R.	20	.....	.....	603,100	140	110	.....	2,800	.....	.....	483,590	8,696
Mobile & Ohio	.....	.....	.....	52,000	.....	880	15,125	24,574	.....	.....	555,690	8,942
Southern Railway	.....	6,680	.....	.....	.....	.....	.....	20	.....	.....	497,770	9,054
Balt. & Ohio S. W. Railroad	.....	8,288	.....	8,680,100	9,400	8,245	860	772	.....	.....	299,580	7,772
Chicago & Alton	.....	8,698	.....	.....	.....	24,515	.....	620	81,055	.....	182,880	15,689
C. & C. G. & St. Louis	641	.....	.....	.....	.....	11,270	7,969	79	.....	.....	1,659,940	16,153
Vandalia	14,159	.....	.....	6,900	.....	6,870	919	152	.....	.....	1,285,400	14,402
Wabash R.R. (East)	50,087	.....	140	8,980,200	81,990	27,185	10,850	1,284	.....	109,785	580,960	8,897
Toledo, St. Louis & Western R.R.	1,625	.....	.....	.....	.....	600	18,825	869	.....	480	265,400	5,515
Chicago, Peoria & Quincy R.R.	79,008	.....	.....	688,000	4,485	42,255	9,175	1,621	.....	2,250	209,080	8,857
St. Louis, Keokuk & Western R.R.	300	.....	.....	.....	.....	.....	.....	408	.....	.....	484,970	8,544
St. Louis Valley R.R.	.....	.....	.....	16,892,300	290,845	880	38,105	1,119	.....	80,720	1,010	48
St. Louis, Troy & Eastern	249	.....	.....	.....	.....	.....	.....	5	.....	.....	71,975	12
Upper Mississippi River	.....	.....	.....	10,000	.....	10	26	.....	.....	.....	272,520	.....
Lower "	.....	.....	.....	3,400	.....	.....	.....	.....	.....	.....	18,866	.....
Illinois	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,960	.....
Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100,270	.....
Ohio, Cumb. & Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	4,557	278,027	76,510	48,195,000	2,007,720	182,195	126,408	181,576	87,381	178,000	11,248,090	190,284

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Molasses.		Mel- ons, Cars.	Nalla. Kgs.	Oats.		Oatmeal. Rolled Oats.		Oils.		Onions.	
	Bbls.	Kgs.			Sacks.	Bushels.	Sks.	Bbls.	Bbls.	T'ks.	Sacks & Bbls.	Cars blk.
Chicago & Alton R.R., Mo. Div.	.....	.....	.....	.....	.....	851,600	.....	.....	60	23	.....	.....
Missouri Pacific R.R.	.....	.....	46	.....	.....	292,800	1,195	110	2,190	145	.....	8
St. Louis & San Francisco R.R.	100	.....	49	.....	.....	106,600	1,660	85	8,490	378	185	.....
Wabash R.R. (West)	.....	.....	.....	20	617	2,016,400	.....	.....	.....	74	.....	.....
St. Louis, Kansas, City & Col. R.R.	.....	.....	.....	.....	.....	132,150	.....	.....	.....	.....	1,665	.....
Mo. Kansas & Texas R.R.	100	.....	8	10	475	.....	.....	.....	.....	102	.....	.....
St. Louis Southwestern Ry.	.....	.....	277	.....	.....	5,400	.....	.....	.....	253	.....	.....
St. Louis & Iron Mount. & South'n R.R.	16,000	110	1,369	600	.....	1,228,650	.....	.....	12,843	532	2,810	8
Illinois Central R.R.	6,136	98	.....	2,425	.....	.....	.....	.....	1,983	94	17,920	40
Louisville, Henderson & St. Louis R.R.	110	15	.....	2,200	.....	.....	.....	.....	1,100	41	210	.....
Louisville & Nashville R.R.	2,580	68	68	87,520	424	16,200	400	.....	175	.....	1,645	2
Mobile & Ohio	23,235	85	42	235	.....	.....	.....	.....	715	117	10	.....
Southern Railway	.....	.....	.....	60,355	.....	1,850	.....	.....	1,250	1	.....	1
Balt. & Ohio S. W. Railroad	.....	.....	.....	24,605	.....	151,200	.....	.....	8,760	70	1,810	15
Chicago & Alton	.....	.....	.....	146,945	.....	1,671,600	.....	4,640	2,463	1,150	4,185	85
C., C. & St. Louis	.....	.....	.....	80,855	.....	128,260	.....	.....	8,833	1,860	175	19
Vandalia	.....	.....	.....	59	142	106,800	40	.....	10,740	256	2,810	24
Wabash R.R. (East)	840	5	4	21,220	.....	1,868,450	.....	2,505	1,170	607	2,970	149
Toledo, St. Louis & Western R.R.	.....	.....	.....	812,715	94	51,150	.....	800	19,665	683	10,620	87
Chicago, Peoria & St. Louis R.R.	.....	.....	.....	9,420	.....	4,685,400	250	.....	860	301	.....	8
Chi., Burl. & Quincy	.....	.....	.....	.....	.....	2,282,000	.....	735	1,420	.....	27,190	5
St. Louis, Keokuk & Northwestern R.R.	16,075	15	.....	.....	1,000	4,952,400	8,870	1,250	9,915	1,863	26,800	82
St. Louis Valley R.R.	.....	.....	.....	.....	.....	1,860	.....	.....	.....	.....	.....	.....
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	587	.....	.....	139	8,368	.....	.....	.....	.....	.....	8,765	.....
Missouri	157	.....	.....	.....	198	.....	.....	.....	.....	60	8,190	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80	.....
Wagon	.....	.....	.....	.....	.....	500,000	.....	.....	.....	10	.....	.....
Total	61,504	825	1,940	752,575	10,489	20,517,800	12,445	1,896	96,975	75,805	9,066	373

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, Etc.	Ore.		Pig Iron, tons.	Petrols, and Furs, Pkgs.	Pork Product.			Potatoes.	
	Iron, tons.	Zinc, tons.			Bid P'rkt. bbls.	Hams, lbs.	Meats, lbs.	Sacks & bbls.	Cars Bulk.
Chicago & Alton R.R., Mo. Div.	.....	.....	.....	.....	540	1,963,800	12,628,100	1,510	16
Missouri Pacific R.R.	9,498	20,286	2,436	4,866	620	5,792,000	41,561,400	86,085	231
St. L. & San Francisco R.R.	6,154	17,194	15,927	1,535	.....	701,700	139,800	73,000	94
Wabash R. R. (West)	.....	.....	.....	7,086	425	629,800	40,441,800	10,170	14
St. Louis, Kansas City & Colo. R.R.	1,280	.....	.....	60	.....	.....	.....	40	.....
Missouri, Kansas & Texas R.R.	.....	.....	.....	3,157	.....	.....	82,700	42,780	135
St. Louis, Kansas & Texas R.R.	23,745	22	.....	88	.....	.....	.....	90	15
St. Louis Southwestern Ry.	.....	.....	.....	5,249	.....	.....	25,000	370,135	7
St. L. Iron Moun. & South'n R.R.	33,948	40	42,773	.....	.....	.....	822,500	75,720	485
Illinois Central R.R.	1,865	.....	40,719	.....	.....	.....	3,100	2,690	3
Louisville, Henderson & St. L. R.R.	20	.....	1,053	.....	.....	.....	15,900	5,405	84
Louisville & Nashville R.R.	2,980	.....	68,202	117	.....	200	15,900	86,250	17
Mobile & Ohio	18,529	.....	19,786	21	.....	13,900	5,200	1,580	26
Southern Railway	.....	.....	21,985	.....	.....	.....	.....	11,695	18
Balt. & Ohio S. W. Railroad	400	.....	12,416	291	.....	557,800	22,587,700	20,150	168
Chicago & Alton	19,087	.....	666	.....	2,330	.....	.....	70	65
C., C. & St. Louis	25	.....	15,096	.....	.....	.....	.....	1,150	184
Vandalia	.....	.....	427	200	.....	.....	.....	1,760	779
Wabash R. R. (East)	16,851	.....	5,035	.....	680	.....	13,644,800	1,975	34
Toledo, St. Louis & Western R. R.	1,700	.....	15,674	.....	.....	.....	.....	200	65
Chicago, Peoria & St. Louis R. R.	.....	.....	6,529	.....	.....	.....	.....	8,857,000	8,550
Chi., Burl. & Quincy R.R.	5,470	.....	.....	.....	.....	.....	.....	32,069,700	87
St. L., Keokuk & Northwestern R.R.	91,765	.....	.....	6,087	305	5,723,500	.....	42,055	197
St. Louis Valley R. R.	.....	.....	.....	.....	.....	.....	.....	15	.....
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....	889	4
Upper Mississippi River	.....	.....	.....	140	.....	.....	.....	15,559	.....
Lower	.....	.....	.....	1,513	.....	.....	.....	353	.....
Illinois	.....	.....	.....	11	.....	.....	.....	180	.....
Missouri	.....	.....	.....	9	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	750	104	.....	.....	.....	.....	.....
Total	110,282	37,542	275,423	31,094	4,970	15,852,800	233,249,700	768,996	2,729

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	RYE		Rice, pkgs.	Rosin, bbls.	R.R. Iron, tons.	SALT			Seeds, stalks & bbls.
	Sacks.	Bush.				Sacks.	Bbls.	Bulk cars.	
Chicago & Alton R. R., Mo. Div.	...	9,900	1,290	.....	100	.....	.....	.....	.....
Missouri Pacific R.R.	104	84,050	.....	.....	90	.....	100	547	20,587
St. Louis & San Francisco R. R.	86	171,600	17,600	.....	.....	.....	.....	12	238
Wabash R. R. (West)	...	171,150	.....	.....	.....	.....	.....	14	.....
St. L., Kansas City & Colorado R. R.	...	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	30	2,700	15,870	.....	136	.....	.....	.....	290
St. Louis Southwestern R. R.	...	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Iron Mount. & Southern R. R.	...	900	40,230	60	365	.....	.....	.....	248
Illinois Central R. R.	24	20,550	55,890	9,445	100	4,860	55,955	167	.....
Louisville, Henderson & St. Louis R. R.	.....	.....	7,525	10,595	265	.....	.....	2	414
Louisville & Nashville E. R.	.....	.....	86,940	58,750	.....	.....	.....	.....	817
Mobile & Ohio	.....	.....	.....	875	30	.....	.....	.....	440
Southern Railway	.....	900	22,960	210	.....	1,880	2,850	15	568
Balt. & Ohio S. W. Railroad	.....	17,100	.....	.....	47,005	875	18,305	34	15,383
Chicago & Alton	.....	5,400	.....	.....	50	2,815	21,058	191	8,568
G. C. C. & St. Louis	16	4,500	.....	.....	24,175	1,080	20,953	91	.....
Vandalia R. R.	.....	15,800	.....	1,570	75,310	2,775	53,200	289	.....
Wabash R. R. (East)	.....	2,700	.....	.....	21,510	10,530	35,740	44	50
Toledo, St. Louis & Western R. R.	.....	6,900	.....	.....	1,955	655	.....	.....	.....
Chicago, Peoria & St. Louis R. R.	.....	326,550	.....	.....	650	.....	.....	.....	5,000
Chi., Bari. & Quincy R. R.	10	808,260	840	.....	3,595	.....	.....	8	82,889
St. Louis, Keokuk & Northwestern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis Valley R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	1,815	.....	.....	.....	.....	.....	.....	.....	.....
Lower "	1,750	.....	.....	.....	.....	.....	.....	.....	831
Illinois "	1,975	.....	.....	.....	.....	.....	.....	.....	443
Missouri "	27	.....	.....	.....	.....	.....	.....	.....	69
Ohio, Cumberland and Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....	4
Driven and Express	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	5,067	928,960	196,575	81,005	174,525	88,680	228,770	1,889	81,767

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad, River, etc.	Sheep, head.	Staves.		SUGAR.			Tallow, lbs.	Tar and Pitch, bbls.	TOBACCO.		
		M.	Cars.	Hhds.	Bbbs.	Bags.			Hhds.	Pkgs. Leaf.	M ¹ / ₂ Pac'd. Pounds.
Chicago & Alton R. R., Mo. Div.	22,996					4,100	77,800				
Missouri Pacific R. R.	26,581		28		700	12,700	970,800		6	28	14,500
St. Louis & San Francisco R. R.	104,852		71		10		97,850				700
Wabash R. R. (West)	96,896		2				493,400			11	28,300
St. L., Kansas City & Colorado R. R.	2,339						8,800				
Mo., Kansas & Texas R. R.	28,511		1		2,965		870,100			58	27,800
St. Louis Southwestern Ry.	2,221		1,123								
St. L., Iron Mount. & South'n R. R.	26,870		1,465								
Illinois Central R. R.	53,882		1,268								
Louisville, Henderson & St. L. R. R.				84	61,965	80,550	61,700	455	21		1,600
Louisville & Nashville R. R.	15,642		144		201,160	241,935	819,000	1,075			28,900
Mobile & Ohio	10,948		982		16,900	15,835	8,800	100	18,820	265	8,689,490
Seaboard Railway	17,188		98		6,175	4,975	94,000	141	414	109	283,650
Balt. & Ohio S. W. Railroad	16,690		267		4,800	9,175	53,800	1,275	701	767	40,300
Chicago & Alton	10,400		8		1,985	2,185	44,000		19,091	5	2,132,620
C. C. C. & St. Louis	7,128		9		7,988	1,010	47,700	50	6,894	1,598	2,437,100
Vandalia R. R. (East)	9,265		12		28,240	8,153	160,500	260	2,831	848	1,400,800
Wabash R. R. (West)	8,112		29		19,850	16,310	126,700	1,080	7,478	1,529	4,141,240
Toledo, St. Louis & Western R. R.	8,647		120		640	90	398,100	540	829	1,848	1,568,980
Chicago, Peoria & St. Louis R. R.	9,520				815						42,000
Chi., Burlington & Quincy R. R.	6,899				300						12,000
St. L., Keokuk & Northwestern R. R.	68,268		8		1,680	86,220	888,800		588	171	1,164,840
St. Louis Valley R. R.											
St. Louis, Troy & Eastern Ry.											
Upper Mississippi River	2,019	147			54,950	86,975	292,500	188			8,000
Lower "	8,894	802					210,000		4	14	
Illinois	8,174				60		9,700			7	
Missouri	158						9,600				
Ohio, Camb. & Tenn. Rivers	98										
Driven and Express	2,922										
Total	540,448	449	5,572	198	468,910	511,200	5,792,800	5,899	56,584	11,077	16,962,410

TRADE AND COMMERCE OF

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

By Railroad, River, etc.	Turpentine.		Tin, bxs.	Tea, chests.	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc & Spelter, slabs.
	Bbla.	Tanks.			Sacks.	Bushels.	Barrels.	Bxs & Cas.		
Chicago & Alton R. R., Mo. Div.	460	268,109	1,215,900	70	.....	680,100	1,676,965
Missouri & Pacific R. R.	2,515	1,184	5,164,100	4,615	.....	7,724,940	688,565
St. Louis & San Francisco R. R.	512	2,918,800	495	.....	1,207,980	.....
Wabash R. R. (West)	2,808,600	70	50	8,288,010	.....
St. L., Kans. City and Col. R. R.	1,076,200	.....	.....	720	.....
Missouri, Kansas & Texas R. R.	69,869	2,800,900	150	650	615,000	2,670
St. Louis Southwestern Ry.	828	82,400	.....	.....	476,540	.....
St. Louis, Iron Mt. & Southern R. R.	64	.....	.....	.....	2,621	898,200	2,580	200	2,815,190	.....
Illinois Central R. R.	1	20	.....	.....	192,800	.....	.....	7,190	.....
Louisville, Henderson & St. L. R. R.	14	.....	.....	.....	12,600	515	86,870	140,850	.....
Louisville & Nashville R. R.	83	.....	.....	.....	49,500	10	2,245	102,020	.....
Mobile & Ohio	65	.....	.....	.....	63,500	525	60	79,150	.....
Southern	5,880	.....	21,000	80	26,295	244,200	.....
Balt. & Ohio S. W.	24,940	.....	.....	896,500	15,945	15	481,840	.....
Chicago & Alton	208,300	6,745	4,620	188,220	.....
C., C. & St. Louis	28	64,500	825	4,625	84,410	.....
Vandalia	5,235	718	186,700	1,245	1,220	884,840	.....
Wabash R. R. (East)	17	.....	.....	235	.....	143,400	.....	.....	85,860	.....
Toledo, St. Louis & Western R. R.	85	.....	921,700	50	.....	55,010	9,245
Chicago, Peoria & St. Louis R. R.	8,200	1,841,100	.....	.....	149,780	.....
Chicago, Burl. & Quincy R. R.	2,900	2,208	6,816,800	1,845	210	7,868,980	.....
St. L., Keokuk & Northwestern R. R.	214,200	.....	.....	.....	.....
St. Louis Valley R. R.	214,628	82,400	.....	.....	182,860	.....
St. Louis Troy & Eastern Ry.	55	640,729	.....	25	45	196,890	.....
Upper Mississippi River.	65,424	.....	.....	.....	5,760	.....
Lower	8,640	.....
Illinois	592,590	.....	.....	12,020	.....
Missouri
Ohio, Cumb. & Tenn. Rivers
Wagon
Total	81	168	122,690	16,990	1,889,282	27,656,190	28,545	96,120	26,878,080	2,857,835

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolla.	Bananas, Cars.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, bbls. and tos.	Barbed Wire, lbs.	Canned Beef, lbs.
					Sacks.	Bush.					
Chicago & Alton R. R., Mo. Div	180	19,675	650	.....	.....	.....	74,970	180	.....	2,576,100	.....
Missouri Pacific R. R.	575	1,089,640	1,260	119	.....	.....	.....	9,276	.....	17,119,400	.....
St. Louis & San Francisco R. R.	1,960	297,535	25,380	7	.....	.....	870	87,230	.....	25,417,100	.....
Wabash R. R. (West)	8,428	218,185	8,748	176	.....	.....	101,488	20,980	.....	850,000	.....
St. L., Kansas City & Colo. R. R.	5	19,970	8	.....	.....	.....	1,176	98	.....	55,600	.....
Missouri, Kansas & Texas R. R.	4,180	187,690	4,515	.....	.....	.....	174,948	18,980	.....	7,046,800	58,180
St. Louis Southwestern R.	7,997	32,000	11,145	.....	.....	.....	28,955	2,265	.....	1,465,800	14,000
St. L., Iron Moun. & Southern R. R.	82,152	1,438,610	185,542	2	.....	.....	1,491,455	44,414	21	11,146,560	264,200
Illinois Central	85,468	278,790	1,800	12	.....	.....	7,687	87,177	.....	.....	.....
Louisville, Henderson & St. Louis R. R.	1,780	87,940	80	.....	.....	16,215	115,108	5,510	.....	.....	798,500
Louisville & Nashville R. R.	26,122	73,835	2,863	6	.....	.....	4,836	5,092	400	.....	19,506
Mobile & Ohio R. R.	6,565	58,040	10,418	.....	280	.....	.....	8,744	.....	104,350	2,600
Southern Railway	1,780	86,190	2,016	.....	960	.....	77,865	7,742	22	183,660	1,046,800
Balt. & Ohio S. W. R. R.	5,179	81,836	.....	.....	80	.....	171,815	.....	.....	47,000	200,600
Chicago & Alton R. R.	8,203	264,226	80	24	.....	.....	.....	.....	.....	.....	.....
O. O. C. & St. L. R. R.	8,563	70,720	.....	.....	.....	1,070	2,725	776	.....	.....	772,100
Vandalia R. R.	26,163	126,420	886	8	.....	.....	102,678	7,640	.....	10,000	74,100
Toledo, St. Louis & Western R. R.	41,884	186,640	1,106	58	.....	.....	6,843,668	6,888	2,145	180,500	78,300
Chicago, Peoria & St. Louis R. R.	8,660	87,120	.....	.....	.....	.....	81,500	1,535	288	178,600	1,168,900
Chal., Burl. & Quincy R. R.	8,680	72,635	175	86	.....	.....	.....	.....	.....	2,778,000	.....
St. L., Keokuk & Northwestern R. R.	89,536	880,590	1,574	101	.....	1,480	88,000	200	.....	8,180,860	.....
St. Louis Valley R. R.	5	705	.....	.....	.....	.....	56,500	520	.....	10,000	700
Upper Mississippi River	100	9,800	600	.....	.....	.....	5,670	1,770	107	281,860	.....
Lower Mississippi River	960	41,080	2,922	48	.....	.....	8,760	4,625	644	649,490	.....
Missouri River .....	.....	275	25	.....	.....	.....	150	865	89	80,660	.....
Illinois River	40	2,545	140	.....	.....	.....	1,100	410	26	69,980	.....
Ohio, Cumb. and Tenn. Rivers....	100	1,060	915	.....	.....	.....	780	60	8	28,500	.....
Total by Rail and River	821,478	5,109,080	261,870	1,528	1,868	62,225	10,514,500	314,742	8,544	72,854,520	4,857,680

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD & RIVER	Fresh Beef, Pounds,	Boots and Shoes, Cases,	BRAN.		Cattle, head.	Castor Beans, Sacks.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
			Sacks.	Cars, blk.					Sacks.	Pkgs.	Sacks.	Busbels.
Chi. & Alton R. R., Mo. Div.	43,300	17,200	875	....	2,270	.....	20	1,480	1,700	330	.....	9,650
Missouri Pacific R. R.	73,454	73,454	11,364	....	4,219	35	7,984	62,894	29,597	24,031	.....	322,845
St. L. & San Francisco R. R.	354,460	354,460	11,740	....	1,709	.....	4,763	885,870	275	61,990	.....	662,030
Wabash R. R. (West)	.....	58,825	1,155	....	6,980	.....	19,010	120,312	19,370	17,300	.....	30,715
St. L., K. C. & Col. R. R.	.....	1,090	.....	1	452	.....	180	16,755	230	384	.....	39,900
Mo., Kansas & Texas R. R.	72,800	72,800	66,730	19	2,132	.....	13,183	22,692	24,949	16,037	.....	637,685
St. Louis Southwestern R. R.	350,250	37,050	7,160	67	2,495	.....	37,830	22,65	600	9,042	.....	153,034
St. L., Iron Mount. & S. R. R.	2,028,350	196,948	98,103	327	4,510	.....	184,915	220,113	21,710	65,721	.....	807,980
Illinois Central R. R.	11,964,500	93,820	125,335	39	10,104	.....	13,090	950	24,633	36,031	.....	2,634,245
Louisv. Hend. & St. L. R. R.	4,651,100	14,788	420	..	10,588	.....	13,444	.....	1,690	1,274	.....	931,725
Louisville & Nashville R. R.	8,098,050	58,420	168,035	22	7,085	.....	4,036	.....	4,896	7,422	.....	337,845
Mobile & Ohio	762,100	12,044	89,145	4	4,493	.....	8,693	.....	1,367	1,151	.....	490,980
Southern Railroad	132,600	12,055	2,240	13	3,538	.....	2,893	.....	8,233	6,287	.....	1,484,280
Balt. & Ohio S. W. Railroad	13,334,600	12,770	25,055	....	14,668	.....	3,475	165	6,051	9,141	.....	1,205,635
Chicago & Alton	71,371,600	22,894	116,720	10	108,920	.....	35	25,469	2,698	2,115	.....	173
G. C. C. & St. L.	49,435,050	9,377	92,880	41	31,657	.....	323	815	20	6,433	.....	103,800
Vandalia R. R.	44,029,050	20,537	10,120	15	35,622	.....	2,428	10,425	1,495	10,728	.....	816,060
Wabash R. R. (East)	53,565,350	6,137	162,105	79	69,081	.....	2,367	.....	3,266	10,984	.....	100,490
Tol., St. L. & Western R. R.	57,476,200	785	186,405	82	12,420	.....	10	.....	.....	.....	.....	25
Chicago, Peoria & St. L. R. R.	57,476,200	785	186,405	82	12,420	.....	10	.....	.....	.....	.....	300
Chi., Burl. & Q. W. R. R.	28,700	.....	85,315	100	15,307	.....	10	160	.....	15	.....	973,445
St. Louis Valley R. R.	638,150	59,196	500	.....	3,308	.....	330	7,530	115	170	.....	400
Upper Mississippi River	4,190	4,190	.....	.....	3,204	.....	2,183	85,210	2,005	9,125	.....	11,540
Lower Mississippi River	49,500	4,190	210	.....	1,720	.....	60	72,788	2,178	33,861	.....	15,800
Missouri River	186,500	17,358	24,148	.....	1,434	.....	1,180	1,670	6	70	.....	465
Illinois River	310	310	10	.....	5	20	2,738	11,445	8,903	.....	.....	32,623
Ohio, Cumb. & Tenn. Rivers	1,400	265	445	.....	147	.....	400	.....	860	.....	.....	215
	1,105	2,758	625	.....	13	.....	203	.....	710	.....	.....	5,940
Total by Rail and River.	318,367,465	1,151,221	1,206,460	821	342,191	55	313,067	1,047,287	102,159	331,606	614,458	11,856,065

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Bu. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.
Chicago & Alton R.R., Mo. Div.	.....	10	90	.....	4,980	.....	.....	245	345	.....
Missouri Pacific "	11,270	400	1,135	62,959	8,987	95	.....	29,767	.....	1,015,000
St. Louis & San Francisco R.R.	.....	47	.....	985	95	.....	.....	17,105	1,585	24,000
Wabash R. R. (West).	.....	.....	175	18,705	21,085	.....	.....	1,485	95	.....
St. L., Kansas City & Colo. R. R.	.....	.....	.....	.....	80	10	.....	1,680	640	.....
Mo., Kansas & Texas R. R.	770	452	45	18,400	16,400	2,050	.....	28,945	.....	.....
St. Louis Southwestern Ry.	1,061	.....	.....	5	6,945	.....	.....	80,726	840	.....
St. Louis, I. M. & S. Ry.	91,859	155	170	23,055	61,047	5,100	.....	889,870	7,716	.....
Illinois Central R. R.	50,665	8,851	.....	9,895	72,220	14,537	.....	889,522	25,775	.....
Louisville, Henderson & St. Louis R. R.	445	4,256	.....	.....	2,515	90	.....	204,586	1,158	.....
Louisville & Nashville R.R.	145	8,907	.....	.....	11,702	.....	.....	121,494	8,938	1,900
Mobile & Ohio	18,705	.....	.....	100	11,100	.....	.....	247,676	435	.....
Southern Railroad	1,940	30,554	.....	8,975	52,145	2,780	.....	212,059	14,888	45,000
Balt. & Ohio S. W. R. R.	80	60,084	180	475	49,238	85,530	.....	108,589	1,475	419,900
Chicago & Alton	.....	172,934	2,623	.....	570	20,705	125,910	55,839	1,760	105,900
C. C. & St. L.	.....	94,551	.....	710	19,330	6,314	.....	524,828	1,485	2,130,450
Vandalia R. R.	50	46,237	45	2,054	21,005	6,880	.....	55,690	455	214,400
Wabash R. R. (East).	180	68,764	4,885	6,743	49,835	895,171	8,305	116,774	55	1,133,850
Toledo, St. Louis & Western R. R.	2,650	148,545	1,195	.....	21,533	2,115	.....	241,055	1,785	102,800
Chicago, Peoria & St. Louis R. R.	5	101,727	1,890	470	1,125	1,115	.....	29,425	75	.....
Chicago, Burlington & Quincy R. R.	60	9,932	8,940	.....	11,065	420	.....	1,550	.....	.....
St. Louis, Keokuk & N. W. R. R.	7,285	5,585	4,265	14,723	11,065	.....	.....	1,454	.....	.....
St. Louis Valley R. R.	45	.....	.....	5	.....	.....	.....	.....	.....	.....
Upper Mississippi River	65	15	.....	850	1,105	5	.....	1,875	.....	1,600
Lower Mississippi River	25,450	.....	.....	460	7,555	.....	.....	57,842	14	10,850
Missouri River	.....	.....	.....	50	125	.....	.....	25	1	2,700
Illinois River	75	70	.....	84	35	.....	.....	275	.....	100
Ohio, Cumberland and Tennessee Rivers..	8,710	.....	.....	20	475	.....	.....	11,225	12	.....
Total by Rail and River.....	220,485	749,777	20,188	168,763	420,855	512,562	129,205	2,684,451	68,412	5,207,850

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hornly & Grita, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lemons, boxes.	Lumber, Oara.	Lumber, M feet.	Malt, Sacks.
Chicago & Alton R.R., Mo. Div.	6,878	80	.....	.....	.....	16,064,010	.....	600	872	.....	400
Missouri Pacific "	5,935	817	.....	2,470	475	610,900	600	2,738	12,506	.....	.....
St. Louis & San Francisco R.R.	1,550	1,223	.....	4,525	.....	96,980	1,360	1,400	785	.....	6,250
St. L., K. C. & Col. R.R.	1,935	1,902	441,100	.....	2,125	15,400	.....	17,525	5,007	.....	5,115
Missouri, Kansas & Texas R.R.	670	616	.....	10	.....	883,400	800	40	698	.....	2,810
St. Louis Southwestern Ry.	660	17	16,500	1,070	897	564,150	85	8,987	1,175	.....	2,700
St. L., Iron Mount. & Southern R.R.	25,082	4,859	7,777,500	195	4	4,921,245	8,280	110	25	.....	79,775
Illinois Central R.R.	11,463	18,075	2,294,000	14,846	27	7,869,410	12,980	12,512	208	.....	8,185
Louisville, Henderson & St. L. R.R.	160	278	965,100	80,894	749	2,828,650	19,665	10,652	1,983	.....	8,595
Louisville & Nashville R.R.	14,079	18,695	7,100	4,079	.....	1,931,660	2,452	15	24	.....	2,805
Mobile and Ohio "	11,125	4,218	118,100	7,065	1,446	5,727,550	2,415	1,646	88	.....	7,405
Southern Railway	2,695	971	11,868,400	5	152	8,456,450	415	20	69	.....	8,065
Balt. & Ohio S. W. R.R.	120	8,842	5,715,000	.....	1,801	4,890,000	80,035	2,872	971	.....	2,080
Chicago & Alton "	571	2,131	7,550,400	.....	42,433	8,228,150	89,565	4,661	1,387	.....	.....
C. C. C. & St. L. "	60	6,308	8,874,450	.....	5,795	2,937,980	832,090	1,885	4,554	.....	.....
Vandalia	890	20,068	7,752,000	714	20,295	600,450	90,774	8,784	8,052	.....	1,110
Wabash R.R. (East)	680	2,829	37,633,900	710	7,070	8,813,880	274,232	8,005	6,880	.....	.....
Toledo, St. L. & Western R.R.	407	6,190	8,463,700	240	18,101	4,617,900	187,043	8,011	12,018	.....	586
Chicago, Peoria & St. Louis R.R.	525	1,982	8,625,100	5	688	175,100	287,860	.....	4,072	.....	.....
Chicago, Burlington & Quincy R.R.	885	1,881	147,000	.....	8,575	98,600	1,600	815	4,051	.....	.....
St. Louis, Keokuk & N. W. R.R.	190	4,485	148,200	818	2,367	5,000	.....	6,977	4,897	.....	18,900
St. Louis Valley R.R.	80	69	.....	.....	.....	45,345	2,564	.....	21	.....	.....
Upper Mississippi River	50	687	.....	110	1,454	508,485	1,104	.....	.....	1,063	150
Lower Mississippi River	8,456	2,266	.....	5,070	17	19,360	.....	.....	.....	989	2,100
Missouri River	64	27	.....	86	.....	15,200	119	.....	.....	83	5
Illinois River	40	217	.....	.....	.....	82,680	.....	.....	.....	522	.....
Ohio, Cumberland & Tenn. Rivers..	277	145	8,690	10	.....	.....	.....	.....	.....	8	.....
Total by Rail and River.....	89,028	96,426	99,987,210	79,817	162,894	77,185,565	1,364,119	92,686	71,777	2,086	149,175

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	MDSE. & SUNDS.		Mel- ons. Cars.	MOLASSES.		Nails, kegs.	OATS.		Oil Cake. Tons.	Onions, pkgs.	Oranges, boxes & bbles.	ORE—Tons.	
	Packages.	Cars.		Bbls.	Kegs.		Sacks.	Bushels.				Iron.	Zinc.
Chicago & Alton R. R., Mo. Div.	72,295	5,071	7	70	10	45,879	875	...	...	500	820	10	...
Missouri Pacific "	4,496,665	22,781	125	1,002	275	244,869	8,760	490,665	...	6,286	1,570	6,775	40
St. Louis & San Francisco R. R.	8,117,686	43,662	2	40,480	1,285	121,815	...	146,910	...	24,210	1,760	...	...
W. Abash R. R. (West)	7,632,420	26,667	102	12,745	14,660	26,265	680	85,265	...	16,665	10,625	...	...
St. Louis, Kansas City & Colorado R. R.	40,680	2,575	...	15	5	1,780	10	53,825	...	65	70	20	...
Mo., Kansas & Texas R. R.	1,624,506	19,160	...	6,450	6,925	52,477	121,847	837,855	20	9,005	2,005	510	25
St. Louis Southwestern Ry.	1,871,490	7,869	...	437	80	10,249	92,612	200,660	...	7,921	2,660	15	...
St. L., Iron Mountain & Southern R. R.	2,708,035	52,062	17	10,188	8,057	160,048	57,561	1,989,660	...	48,590	17,577	800	270
Illinois Central	6,961,865	12,081	128	18,532	6,964	102,108	...	1,964,960	...	80,889	28,668	...	24,463
Louisville, Henderson & St. Louis R. R.	899,875	2,920	...	285	15	235	45	184,525	...	165	880	...	...
Louisville & Nashville R. R.	872,245	6,460	...	5,683	1,778	5,097	8,878	711,210	86	18,881	11,280	180	...
Mobile & Ohio R. R.	498,690	4,179	2	15	...	4,072	278,089	1,642,765	...	2,499	11,380	...	...
Southern Railway	529,800	8,619	6	8,197	871	8,284	2,860	617,490	910	1,876	7,814	25	40
Balt. & Ohio S. W. R. R.	184,965	6,890	18	670	560	4,678	15	18,060	451	2,197	87,020	...	...
Chicago & Alton R. R.	198,740	11,845	55	7,865	100	2,763	20	10,445	60	200	14,770	1,425	...
C. C. & St. Louis R. R.	1,075,400	2,969	48	245	65	8,669	20	125,740	...	45	78,401	...	25
Vandalia R. R.	977,890	6,464	72	1,992	20	6,617	...	59,725	...	2,650	82,065	65	...
Wabash R. R. (East)	1,709,805	11,466	199	4,086	635	10,400	56	20,470	189	8,469	180,686	2,740	1,770
Toledo, St. Louis & Western R. R.	488,980	4,884	88	80	...	140	...	1,065	15	...	850	...	...
Chicago, Peoria & St. Louis R. R.	284,760	8,760	69	60	...	215	...	2,970	...	...	2,120	85	...
Chi., Burl. & Quincy R. R.	865,710	7,656	107	18,575	...	200	...	7,600	...	8,910	6,870	185	8,865
St. Louis, Keokuk & N. W. R. R.	8,068,400	17,068	256	5,964	945	51,444	675	8,680	...	8,528	4,870	...	...
St. Louis Valley R. R.	7,885	40	...	10	...	4,485	120	1,875	...	...	80	...	...
Upper Mississippi River	274,892	...	...	890	50	7,925	475	28,409	...	800	...	105	...
Lower Mississippi River	882,910	...	...	1,964	175	15,169	56,600	...	...	1,295	...	...	...
Missouri River	48,875	...	...	185	...	975	210	...	...	98	...	...	...
Illinois River	80,445	...	...	220	...	1,275	270	...	...	115	...	...	...
Ohio, Cumberland & Tenn. Rivers	148,525	...	...	161	20	1,665	2,840	...	...	25	...	...	...
Total by Rail and River	39,640,872	271,685	1,280	184,046	88,800	888,226	622,778	8,544,049	1,681	184,526	478,668	12,350	81,552

THE CITY OF ST. LOUIS.

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	PORK PRODUCT.		POTATOES.		RYE.		Rice, pgs.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pkgs.	Bush.	Sacks.	
Chicago & Alton R.R., Mo. Div.....	1,149	.....	26,000	168,000	20	.....	.....	.....
Missouri Pacific ".....	81,911	287	2,679,810	618,150	13,293	3,895	.....	7,111
St. Louis & San Francisco R.R.....	2,100	175	9,000	4,382,500	40,145	.....	.....	785
Wabash R. R. (West.).....	3,371	.....	210,000	.....	45,290	5,500	.....	16,590
St. Louis, Kansas City & Colorado R. R.....	20	5	5,700	180,100	420	550	.....	190
Missouri, Kansas & Texas R. R.....	4,033	447	273,400	412,850	6,170	2,035	840	3,525
St. Louis Southwestern R. R.....	20	.....	142,350	4,215,900	17,595	3,420	15	.....
St. Louis & Iron Mountain R. R.....	1,027	.....	2,110,910	29,871,150	62,455	285,025	.....	115
Illinois Central R. R.....	887	3,006	4,564,950	95,276,900	92,111	169,880	124,965	9,949
Louisville, Henderson & St. Louis R. R.....	205	309	8,947,000	8,969,900	515	1,915	108,835	68,092
Louisville & Nashville R. R.....	.....	.....	9,469,600	9,091,000	12,041	54,190	870	810
Mobile & Ohio ".....	.....	.....	883,800	16,967,850	6,620	13,320	.....	2,176
Southern Railway.....	2,320	870	1,293,850	5,073,050	3,810	5,810	210	205
Balt. & Ohio S. W. Railroad.....	730	.....	1,459,350	2,457,800	43,810	20,285	335	2,491
Chicago & Alton ".....	50,349	556	1,912,400	10,263,900	22,891	21,150	.....	14,896
C. & C. & St. L. ".....	234	200	2,740,850	11,454,700	31,831	39,540	.....	21,840
Vandalia R. R.....	185	.....	1,558,200	714,800	4,830	232,140	.....	3,560
Wabash R. R. (East).....	2,621	10	4,295,180	4,295,180	105,123	19,740	.....	16,209
Toledo, St. L. & Western R. R.....	1,078	535	3,896,300	45,359,300	16,114	25,960	.....	34,010
Chicago, Peoria & St. Louis R. R.....	13,336	.....	.....	1,206,560	15	5,045	.....	1,830
Chicago, Burl. & Quincy R. R.....	102,590	.....	.....	1,245,600	22,110	6,160	890	13,950
St. Louis Valley R. R.....	4,352	.....	112,500	61,300	9,185	10,645	.....	7,235
Upper Mississippi River.....	45	.....	22,150	79,400	2,470	.....	.....	15
Lower Mississippi River.....	.....	130	517,315	2,189,620	6,720	.....	.....	605
Missouri River.....	.....	281	5,250	18,100	715	.....	875	875
Illinois River.....	.....	.....	.....	24,455	650	.....	.....	195
Ohio, Cumberland and Tennessee Rivers.....	.....	8	48,455	445,680	1,225	.....	112	220
Total by Rail and River.....	221,764	7,893	46,556,790	248,477,215	597,677	888,915	1,817	228,498

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Continued.

[illegible]

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1902—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manilla & lbs.	WHEAT.		Whisky & Hugs, wines, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter slabs.
		Sacks.	Bushels.				
Chicago & Alton R. R., Mo. Div.	214,800	...	...	18,170	20,000	528,500	.....
Missouri Pacific " "	19,190,800	25	...	20,598	...	14,488,500	.....
St. Louis & San Francisco R. R.	1,489,800	...	42,145	15,894	25,000	2,841,700	.....
Wabash R. R. (West.)	7,849,800	...	...	22,275	67,200	870,000	.....
St. L., K. C. & Col. R. R.	9,800	15	900	110	...	2,400	.....
Missouri, Kansas & Texas R. R.	2,277,900	...	102,220	6,688	...	1,782,800	.....
St. Louis, Iron Mountain & Southern R. R.	2,846,450	...	2,986	8,214	...	611,650	.....
Illinois Central R. R.	8,660,760	815	68,045	8,465	122,000	7,219,180	11,080
Louisville, Henderson & St. Louis R. R.	7,787,900	5	8,689,940	10,821	10,000	6,078,050	...
Louisville & Nashville R. R.	698,100	...	865,895	85	5,149,640	840,900	9,680
Mobile & Ohio " "	1,889,880	...	8,248,860	1,192	15,200	898,900	...
Southern R. R. " "	407,000	860	1,209,910	1,239	...	316,450	...
Balt. & Ohio R. W. " "	1,728,590	...	8,719,240	8,194	10,983,420	468,850	6,185
Chicago & Alton " "	8,685,900	8,760	1,665,545	80	690,700	947,260	298,175
C. C. & St. L. " "	8,072,550	1,180	2,919,890	2,878	198,800	5,893,200	289,628
Vandalia " "	15,484,750	420	98,825	764	5,931,780	1,847,600	517,810
Wabash R. R. (East)	8,811,500	...	875,510	1,860	8,890,420	6,442,000	196,522
Toledo, St. Louis & Western R. R.	15,629,800	...	1,542,825	...	928,100	6,442,000	436,850
Chicago, Peoria & St. Louis R. R.	9,500	...	447,885	50	791,500	8,898,800	600,440
Chicago, Burlington & Quincy R.R.	99,680	...	73,585	8,285	28,800	901,500	...
St. Louis, Keokuk & Northwestern R.R.	11,175	...	881,885	27,978	1,407,800	9,466,800	...
St. Louis Valley R. R.	9,500	...	...	5	...	...	...
Upper Mississippi River	54,500	...	...	1,089	8,500	1,282,700	...
Lower Mississippi River	99,680	249	2,808,714	2,080	...	810,015	...
Missouri River	11,175	...	...	88	...	112,660	...
Illinois River	8,650	57	...	840	...	174,100	...
Ohio, Cumberland and Tennessee River	19,940	4,877	...	21	...	6,760	...
Total by Rail and River	94,885,185	12,887	22,248,704	151,965	80,072,860	67,480,975	2,542,445

Died in 1902.

ALT, HENRY,	March 29th.
BACKER, MATHIAS,	December 13th.
BAKER, GEO. A.,	February 3rd.
BEVIS, ALFRED,	March 12th.
BROOKS, CHARLES,	May 11th.
COLBY, WM. A.,	November 24th.
COOPER, A. D.,	January 23rd.
DAMKE, HENRY,	September 6th.
DIECKMANN, HENRY,	March 15th.
FISHER, JOHN J.,	September 28th.
FLACK, CHARLES E.,	September 21st.
FORSTER, C. AUGUST,	March 15th.
FOSKETT, HOSEA,	June 30th.
FOWLER, EDWIN,	January 29th.
GERDES, I. F.,	January 8th.
GRONE, HENRY,	March 6th.
HERMAN, FRED.,	January 15th.
HICKMAN, W. T.,	March 15th.
HITCHCOCK, HENRY,	March 18th.
HODGKINS, DANIEL,	September 14th.
HOLLIDAY, SAMUEL N.,	February 20th.
HUNTER, R. D.,	November 7th.
KRIECKHAUS, ARTHUR,	November 19th.
MANEWAL, AUGUST,	January 13th.
MATTHEWS, WILLIAM,	May 3rd.
MOORE, AUSTIN R.,	October 17th.
MUELLER, HENRY,	May 5th.
MCCORMACK, EDWARD,	April 3rd.
MCDONALD, JOHN,	March 28th.
PABLE, JOHN J.,	May 24th.
PASCHEDAG, WM.,	October 10th.
PRITCHET, JOHN,	January 8th.
RICHESON, THOMAS,	June 18th.
SCUDDER, W. A.,	February 14th.
SHEDD, O. C.,	February 13th.
SMITH, GEORGE,	March 24th.
SWINGLEY, W. S.,	October 25th.
TRIPLETT, JOHN R.,	March 21st.
WALSH, AUSTIN,	July 4th.
WILKINS, W. T.,	February 3rd.

MEMBERS

— OF THE —

Merchants' Exchange of St. Louis.

JANUARY 13th, 1903.

HONORARY MEMBERS.

MICHAEL McENNIS,
D. J. HANCOCK,

D. P. ROWLAND,
GEORGE BAYHA.

NUMBER OF MEMBERS, 1,831.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.	St. L. S. W. Ry.,	Com'l Agent.	909 Olive st.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	314 Pine st.
Abraham, W. D.	W. D. Abraham & Co.,	Hay and Grain	East St. Louis, Ill.
Achenbach, Fred		Stock and Farming	Rockbridge, Ill.
Adams, C. M.	Waters Pierce Oil Co.,	Sec'y and Treas.	Bk. Commerce Bldg.
Adams, Geo. A.	G. A. Adams Grain Co.		Kansas City, Mo.
Adams, R. M.		Broker	101 N. Third st.
Adams, W. H.	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc.	401 N. Second st.
Aff, J. Geo., Jr.	F. W. Clemens Feed Co.		3357 Gravois ave.
Ahern, Albert M.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Ainsworth, Wm. G.	The St. Anthony	Elevator Co.	Minneapolis, Minn.
Akin, Thomas		Commission	203 Cham. of Com.
Albers, Clifford H.	C. H. Albers	Com. Co.	400 Cham. of Com.
Albers, C. H.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Albrecht, Victor	Eberle-Albrecht Flour	Co.	218 S. Second st.
Albrecht, H. S.	Schoellborn-Albrecht	Machine Company	416 N. Main st.
Alcock, W. H.	Broker in Grain,		414 Cham. of Com.
Allaway, Jas. W.			
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, George W.	Southern Hotel Co.,		Fourth and Walnut sts.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran	Morton & Co.,		509 Cham. of Commerce.
Allison, James W.		Glass Manf.	606 Security Building.
Alt, Henry		Deceased.	
Alzheimer, Benj.	Alzheimer & Rawlings,	Bonds and Stocks.	217 N. Fourth st.
Amba, Joseph B.			3228 Caroline st.
Ames, Henry			4613 Maryland ave.
Anderson, W. B.	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.	Georgia Railway,	G. W. Agent	308 Cham. of Com.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Anderson, Lorenzo E.	Mercantile Trust Co.		Eighth and Locust sta.
Andrews, Wm. O.	Andrews & McClellan,		1907 Locust st.
Annan, Roger P.	Annan, Burg & Co.	Commission.	117 Cham. of Com.
Annan, Roger P., Jr.	Annan, Burg & Co.		117 Cham. of Com.
Arbuckle, James.	Foreign Trade Assn.,	Manager.	110 N. Fourth st.
Armstrong, L. R.	T. J. Moss Tie Co.,	Railroad Ties	720 Security Bldg.
Archer, W. B.		Broker	Merchants' Exchange.
Arens, Henry C.		Commission.	304 N Commercial st.
Arnold, Henry	Jno. G. Haas Soap Co.,	Soap.	5020 Benedict st.
Arp, Eggert	Eggert Arp & Co.,		812 S. Third st.
Ashcraft, E. B.	Blue Ridge Despatch.		100 N. Fourth st.
Atkinson, Robt.	Robt. Atkinson & Co.,	Commission.	308 N. Main st.
Aufderheide, A. G.	F. W. Aufderheide,	Commission.	22 S. Commercial st.
Aufderheide, Walter.	F. W. Aufderheide,	Commission.	22 S. Commercial st.
Backer, Henry			1808 S. Fourteenth st.
Backer, Mathias		Deceased	
Backer, George H.			1413 S. Tenth st.
Bacon, Cory H.	Sherry-Bacon Grain Co.		213 Chamber Commerce.
Bacou, Edward F.	E. P. Bacon & Co., Grain	and Com.	17 C. of C., Milwaukee.
Bacon, Williamson	Tyler Estate,	President.	406 Market st.
Baer, Bernard	Bernard Baer & Co.,	Produce and Prov.	1418 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.,		Equitable Bldg.
Bain, Walter	Chas. L. Crane & Co.,	Insurance.	Century Bldg.
Bald, W. J.			St. Charles, Mo.
Baker, Allen	Allen Baker & Co.,	Brokers	708 Security Building.
Baker, F. M.	The Greenleaf-Baker	Grain Co	Atchison, Kas.
Baker, Jno. F.			4360 St. Louis ave.
Baker, I. G.			411 Olive st.
Baker, E.	Paton, Bell & Co.,	Cotton.	Cotton Exchange.
Ballard, Chas. T.	Ballard & Ballard Co.,	Millers and Grain.	Louisville, Ky.
Ballard, T. R.	Ballard, Messmore & Co.,	Commission.	520 Chamb. of Com.
Ballard, J. O., Jr.	Ballard, M. & Co.,	Commission	520 Cham. of Com.
Baltz, Fred L.	Millstadt Milling Co.		Millstadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co.,	Saddlery.	616 N. Sixth st.
Barco, Thomas			Nameoki, Ill.
Bardenheier, John			212 Market st.
Barklage, Louis	Wernse & Dieckman,	Brokers.	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.,	Stationers	Vandeventer & Laclede.
Barnes, E. H.			Hotel Beers, Grand ave. & Olive.
Barnes, Chas. W.	Real Estate.		216 Wainwright Bldg.
Barnhart, Wm. R.	Barnhart Mer. Co.,	Fancy Groceries.	518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty,	Clerk	1 S. Main st.
Barnes, Seth S.		Grain.	New Madrid, Mo.
Barr, Henry C.	Witherspoon & Barr Co.,	Millers.	Princeton, Ind.
Barret, Arthur B.	Barret Com. Co.,		707 N. Third st.
Barrett, John F.			606 Rialto Bldg., Chicago.
Barron, Chas. B.	Barron & Wilson,	Grain Samplers	422 Rialto Bldg.
Barry, Thos. J.	Barry-Wehmiller Mach. Co.,	Mill Builders	21st and Walnut.
Barstow, Chas. W.			515 Locust st.
Bartlett, Edwin L.	Bartlett Com. Co.,		505 Chamber of Commerce.
Bartlett, John B.	J. B. Bartlett Grain	Grain	Gay Building.
Bartlett, Oscar Z.	L. Bartlett & Son Co.,	Com.	23 Cham. Com., Milwaukee.
Barutio, B. Jr.	B. Barutio,	Commission.	126 N. Main st.
Bascom, Jos. D.	Broderick & Bascom	Rope Co	809 N. Main st.
Bascome, Western	West'n Bascome & Co.,	Insurance Agent.	Century Bldg.
Batdorf, W. L.	W. L. Batdorf & Co.	Flour and Feed.	Belleville, Ill.
Bates, A. C.	Mississippi Valley Elevator	& Grain Co.	Foot of Madison st.
Battaille, L. A.	American Ex. Bank,	Cashier.	207 N. Broadway.
Bauer, A. H.	Bauer Bros.,	Brokers.	312 N. Fourth st.

Name.	Firm.	Business.	Location.
Baur, Andrew	Baur Flour Co.		807 N. Second st.
Baulch, John J.	Interstate Transf. Co. Trf.	Manager	819 Security Building.
Bayrd, E. A.	Matthew Addy & Co.	Iron Commission	407 Bank Com. Bldg.
Baxter, Theo. P.			Taylorville, Ill.
Beardsley, C. F.	Picker & Beardsley,	Commission	118 N. Main st.
Beauvais, E. A.	Brosseau & Co.	Com.	67 Board of Trade, Chicago.
Beck, Henry W.		Feed and Seed Store	20th and Pine.
Beck, Harry G. H.	W. Beck & Sons Feed &	Seed Co.	5701 Manchester rd.
Becker, Bontie A.	Smith & Payne,	Brokers	112 N. Fourth st.
Becker, Edward C.			3112 Cass ave.
Becker, Aug. H.	Aug. H. Becker,	Fresco Painter	1908 Goode ave.
Becker, Conrad	C. Becker,	Miller	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.	Soap	5020 Beuediet ave.
Becker, Herman C.	C. Becker,	Milling	Red Bud, Ill.
Beckmann, Adolph G.	E. Beckmann & Co.	Commission	1023 N. Third st.
Beckmann, Geo. H.	Eggers Milling Co.	Teamster	Elighth and Clark ave.
Beckmann, W. E.	Bakers' and	Confectioners' Supplies	10 S. Second.
Beer, H. M.		Broker	507 Security Building.
Belmes, Frederick H.			3125 N. Twenty-third st.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.	Commission	304 N. Commercial st.
Bell, James W.	Mercantile Trust Co.		721 Locust st.
Belz, J. H.	J. H. Belz & Co.	Pork Dealers	3601 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.		601 S. Fourth st.
Beudick, John H.		Grocer	6939 Scanlan ave.
Bennett, Joseph H.		Real Estate	Sullivan, Mo.
Bennett, M. H.	C. A. Dayton Grain Co.		100 N. Third st.
Berg, W. G.	Nicholas Berg & Son,	Insurance	406 Market st.
Berger, Henry	Berger-Crittenden Co.	Grain	Milwaukee, Wis.
Bergmann, Conrad	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bergmann, B. C.	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bergmann, Robt. J.	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bernet, Christian	Bernet, Craft & Kaufman	Milling Co.	512 Cham. Com.
Bernheimer, Marcus	Marcus Bernheimer	Mill. and Merc. Co.	208 N. Fourth st.
Berry, H. J.	W. L. Green	Commission Co.	62 Laeide Bldg.
Berhmann, Robt.	St. Louis Brew. Assn.		East St. Louis, Ill.
Betts, John			400 N. Fourth st.
Betts, R. A.	R. A. & C. T. Betts,		1006 Pine st.
Bevis, Alfred		Deceased	
Biedensteln, Henry		Grocery	1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John M.	J. M. Biekert & Co.	Commission	930 N. Third st.
Bieser, Fred			2200 N. Second st.
Bilbro, H. B.			315 Chesnut st.
Billon, Guy P.	Billon-Crandall-McGeary B. & S. Co.	Commonwealth Tr. Co. Bldg	
Birmingham, Herbert A.	Harroun Elevator Co.		103 N. Third st.
Bittner, Jacob		Real Estate	5226 Ridge ave.
Bixby, W. K.	Mo. Car & Foundry Co.		Lincoln Trust Building.
Blakely, John W.	Blakely-Sanders-Mann	Co., Live Stock	Nat'l Stock Yds.
Blakely, Walter J.	St. Louis Sanitary Co.		3968 Missouri ave.
Blanke, Detlef J.		Insurance Agent	415 Locust st.
Blankenship, H.	Connery Commission Co.		413 Cham. Com.
Blaufuss, Wm.			2844 Henrietta st.
Block, David, Jr.		Feed	3855 Pine st.
Block, Gus			4066 Laeide ave.
Block, H. D.	Merchants' Express Co.		620 S. Sixth st.
Block, Wm. A.			1804 Warren st.
Blossom, C. D.			829 Union Boul.
Blossom, H. M.	H. M. Blossom & Co. Agency Co.	Insurance	Century Bldg.
Blossom, H. A.	H. M. Blossom & Co. Agency Co.	Insurance	Century Bldg.
Blow, C. W.	American Linseed Co.		Sixteenth and Clark ave.
Bodman, Luther W.	Milmine, Bodman & Co.	Com.	5 Bd. of Trade, Chicago.
Boeck, Geo. H.	Adam Boeck & Co.	Real Estate	622 Chestnut st.
Bofinger, John N.			115 N. Third st.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Bogard, John J.		Real Estate.	3632 S. Broadway.
Bohle, Frank G.	Haase & Bohle	Carriage Co.	1800 Pine st.
Bohle, Louis C.	Louis C. Bohle	Livery Co.,	1122 Chestnut st.
Bohnenkamp, John			2517A S. Jefferson ave.
Boisselier, Chas. L.		Farmer.	Gumbo, Mo.
Boisselier, R. W.		Accountant	704 Mo. Trust Bldg.
Boland, J. L.	J. L. Boland Book and	Stationery Co.	Fourth and Vine sts.
Bollin, A.	A. Bollin & Co.	Insurance	606 Marion st.
Bollman, O. H.	Bollman Bros. Co.,		1100 Olive st.
Bonsack, F. O.		Architect.	602 Columbia Building.
Boschert, Roman			3711 Cass ave.
Bostick, R. H.	Jas. M. Houston	Grocer Co.,	800 Spruce st.
Bowman, Theo. G.			Raccoon, Ind.
Bowman, Chas. G.	National Enam. &	Stamping Co.	Second and Cass ave.
Boyle, W. F.	Boyle, Priest & Lehmann,	Attorneys	Laclede Building.
Bradley, G. Douglas	Cobb & Gardner,		317 Chamber of Commerce.
Bradner, H. T.	Crescent Powder Co.		124 Rialto Bldg.
Bradshaw, Thos. J.			205 N. Third st.
Brady, Hugh J.	Brady & McGroarty,		317 N. 12th st.
Braun, Geo. H.	Braun-Lang Com. Co.,		204 N. Third st.
Braun, Joseph L.	Burchman-Mueller Com. Co.,	Commission	119 N. Third st.
Bray, Joseph W.	Campbell Glass and	Paint Co.	Main and Gratiot sts.
Bray, Wm.	Wm. Bray & Co.,	Commission	226 Market st.
Brazill, J. P.	Wabash-Laokawanna Desp.,	Agent.	800 Railway Exchange.
Brecht, G. A. V.	Gus. V. Brecht	Butchers' Supply Co.	12th & Cass ave.
Bredenkamp, F. W.	G. H. Kemper &	Co., Feed	East St. Louis, Ill.
Breed, L. C.		Flour	and Grain Com.
Breen, J. H.	Rosedale Hay & Grain Co.		215 Cham. Com.
Brendecke, Edwin T.	Chouteau Ave. Ice &		Hodimont and Cates aves.
Brendecke, H. C.		Cold Storage	2100 Chouteau ave.
Brennan, J. Wallace	D. B. Brennan	Brewer.	5147 Wells ave.
Brennan, Martin J.	United Elev. & Grain	Real Estate Co.	516 Chestnut st.
Brickey, S. H.		Co.,	516 Chamber of Commerce.
Brinckwirth, Louis	Brinckwirth-Nolker	Brewing Co.	301 Chamber of Commerce.
Brinckmeyer, E. H.	Brinckmeyer-Meyer		1714 Cass ave.
Brinson, H. L.	Brinson-Judd	Hay and Grain Co.	1111 N. Broadway.
Brinson, L. B.	Brinson-Judd Grain	Grain Co.	208 Cham. of Com.
Brockman, Arthur	Brinson-Judd Grain	Co.	208 Chamber of Commerce.
Brockman, F. W.	F. W. Brockman	Co.	208 Chamber of Commerce.
Brockman, Philip H.		Com Co.	805 N. Third st.
Brockmann, Fred P.	F. P. Brockmann	Grain Co.	515 Chestnut st.
Brookmeyer, F. C.	Engelke & Feiner	Milling Co.	306 S. Broadway.
Brockmeyer, J. C.	Brockmeyer & Co.,	Commission	118 S. Main st.
Brockmeyer, H. G.			1522 Hogan st.
Broderick, John J.	Broderick-Bascom	Rope Co.	809 N. Main st.
Brodhack, Joseph H.		Merchant.	2230 S. Broadway.
Broeder, Henry		Produce and Com.	928 N. Third st.
Broeder, Geo. H.	Hy. Broeder & Sons,	Commission	926 N. Third st.
Broeg, Louis	Siemers & Chisholm,	Commission	300 Cham. of Com.
Brolaski, Harry W.	N. O. Steamers,	Agent.	903 Fullerton Bldg.
Bronson, E. P.	Cumberland Mills,		Nashville, Tenn.
Brookings, Robt. S.	Sam'l Cupples Wooden	& Wil'ware Co.	Seventh and Spruce
Brooks, Benjamin W.		Engineer	2211 Sullivan ave.
Brooks, Elgin S.			506 Colonial Trust Bldg.
Brown, C. M.	Lehigh & Wabash	Desp	809 Railway Ex.
Brown, G. W.	The Brown Shoe Co.,		Eleventh and Washington ave.
Brown, L. W.	Jno. Wahl Commission	Co.	2 S. Main st.
Brown, James I.	White W. S. & N. P. Lines,	Agent.	414 Rialto Bldg.
Brown, James N.	American Cent. Ins.	Co.	415 Locust st.
Brown, Alex. H.	Brown Stook & Bond	Co.	Fourth and Locust sts.
Browne, H. M.	Morton & Co.,	Commission.	510 Cham. Com.
Bruck, Henry	New Era Gro. Co.,	Produce.	1709 S. Second st.
Brueckmann, Jno. G.	Picker & Beardsley,	Commission	118 N. Main st.
Bruenemann, Ernst		Flour and Feed.	3753 S. Jefferson ave.
Brundage, S. P.			746 Aubert ave.

Name.	Firm.	Business.	Location.
Bryden, Alex. A.	Bryden & Co.	Coke and Coal	6th and Locust sts.
Buck, Thos. E.		Physician	2610 S. Jefferson ave.
Buck, M. M.	Continental National Bank,		Fourth and Olive sts.
Buck, W. T.		Grain, etc.	Vleits, Kas.
Buckland, Jos. A.	Jos. A. Buckland & Co.	Commission	103 S. Third st.
Buehler, Henry, Jr.	Buehler-Cooney Cons.	Co.	823 Locust st.
Bull, Wm.		Fire Insurance	Century Bldg.
Bulte, Henry J.	Bulte Com. Co.	Fleur	17 S. Main st.
Bunton, C. M.			
Burbridge, C. T.		Broker	Merchants' Exchange.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.	Freight Agent	103 N. Third st.
Bamann, E. F.		Grain	Bunker Hill, Ills.
Burg, Henry	Annan, Burg & Co.	Flour Commission	117 Cham. Com.
Burg, Philip	Philip Burg Grocer Co.		1250 S. Broadway.
Burg, William		Iron and Steel	117 N. Third st.
Burnet, Halsted	Flows Candy Co.		Twentieth and Market sts.
Burr, Chas. P.	Chas. P. Burr & Co.	Commission	824 Rialto Building.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.	V. P.	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		Eighth and Spruce sts.
Buschman, A. H.	Buschman-Mueller Com. Co.		119 Cham. of Com.
Buschman, F. W.	Buschman-Mueller Com. Co.		119 N. Third st.
Bushnell, D. I.	D. I. Bushnell & Co.	Grain and Seeds	109 N. Second st.
Buss, John B.	J. B. Buss,	Mills.	3325 Franklin ave.
Butler, W. C.	W. C. Butler & Son,	Insurance	844 Century Building.
Butler, Edward	Ed. Butler & Son,	Horseshoer	15 S. Tenth st.
Bycroft, Henry F.		Miller	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.		818 Chamber of Commerce.
Byrne, Frank T.	Grand Trunk Railway,	Agent	15 Laeade Building.

Cabell, Ashley		Attorney-at-Law	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.,	Tailors	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.		Bond and Stock Broker	411 Olive st.
Cain, P. R.	Gilmore & Ruhl,	Clothiers	Eighth and Lucas.
Campbell, Given	Campbell & Thompson,	Lawyers	653 Century Bldg.
Campbell, James		Bonds and Stock	218 N. Fourth st.
Campfield, Chas. H.		Insurance	115 N. Third st.
Cantrell, James G.	Seaboard Air Line	R. R.	407 Chamber of Commerce.
Capen, Sam. D.	Geo. D. Capen & Co.	Insurance	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.	Insurance	949 Century Building.
Carkener, George S.	Goffe, Lucas & Carkener,	Grain	Kansas City, Mo.
Carleton, Murray	Carleton Dry Goods Co.		900 Washington ave.
Carlisle, David		Feed and Grain	112 Market st.
Carlisle, Sam S.	Carlisle Grain Co.		415 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	Century Bldg.
Carpenter, Geo. O.	National Lead Co.	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.	Real Estate Agents	825 Chestnut st.
Carpenter, Jas. M., Jr.	Jas. M. Carpenter & Co.	Real Estate	825 Chestnut st.
Carr, Alfred C.	Carr Bros.	Insurance	204 N. Third st.
Carr, Charles Y.	Carr Bros.	Fire Insurance	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.	President	516 Cham. of Com.
Carrington, Wm. F.	Carrington, Patten & Co.,	Com.	6 Sherman st., Chicago.
Carroll, C. C.	Carroll & Powell Insurance	Agency Co.	115 N. Third st.
Carroll, Chas. E.		Fire Loss Adjuster	Carleton Bldg.
Carroll, John F.	Carroll & Edwards,	Liquors	525 N. Second st.
Carroll, James F.		Grain	Board of Trade, Chicago.
Carruthers, Geo. F.	Mound City Hay Warehouse Co.		Main and Clinton sts.
Carruthers, W. W.	Eureka Mills Co.		Gratiot st. and Theresa ave.

Name.	Firm.	Business.	Location.
Cartan, L. V.....	L. V. Cartan & Co.,	Real Estate.....	1006 Chestnut st.
Carter, C. L.....	T. W. Carter & Co.,	Broker.....	114 N. Fourth st.
Carter, Lemuel Roy.....	T. W. Carter & Co.,	Broker.....	114 N. Fourth st.
Carter, T. W.....	T. W. Carter & Co.,	Commission.....	114 N. Fourth st.
Case, E. S.....	C. H. Albers Com. Co.,	Commission.....	400 Cham. of Com.
Cassidy, Abner C.....	Cassidy Bros., Live	Stock Com. Co., Nat. Yds., E St. L., Ill.	
Cassidy, John W.....	The Cassidy Com. Co.	.....	105 N. Fourth st., Quincy, Ill.
Catlin, E. F.....	Cochrane Grain Co.	.....	107 Gay Bldg.
Cave, Elmore.....	Cave Commission Co.	.....	Railway Exchange Bldg.
Cavender, John H. Cavender & Thompson,		Real Estate.....	716 Chestnut st.
Chadbourne, G. W.....		.....	900 Security Building.
Chaffraix, D. A.....		Capitalist.....	St. Charles ave., N. O.
Chamberlain, Will F.....		Seed Inspector.....	300 N. Main st.
Chamberlain, F. B.....	F. B. Chamberlain	Com. Co.....	300 N. Main st.
Chamberlin, E. C.....	E. C. Chamberlin & Co.,	Commission.....	515 Cham. of Com.
Chamberlin, G. E.....	St. Louis Ice Mfg. &	Storage Co.....	705 S. Main st.
Chambers, Jas. H. Jas. H. Chambers & Co.,		Publishers.....	2940 Locust st.
Chandler, James N.....	L. & N. R. R.,	General Agent.....	206 N. Broadway.
Chandler, Whately L. The General Accident Assn.		.....	411 Olive st.
Chisholm, J. A. H.....	Siemers & Chisholm,	Commission.....	300 Cham. of Com.
Christian, Wilbur B.....	Sherry-Bacon	Grain Co.....	218 Cham. Com.
Christie, James.....	D. B. Kirk & Co.	.....	Kansas City, Mo.
Christy, H. W.....	Wiggins Ferry Co.	.....	Levee and Miller st.
Church, Alonzo C.....	Wiggins Ferry Co.	.....	910 Security Building.
Claas, Fred.....	Rock Spring Mills,	.....	814 Manchester road.
Clark, Charles.....		.....	132 Laclede Building.
Clark, Warren L. Benj. W. Clark Grocer		Co.....	307 N. Second st.
Clark, Benj. W.....	Benj. W. Clark Grocer	Co.....	307 N. Second st.
Clark, James E.....		Mining.....	414 Fullerton Bldg.
Clark, Hinman H.....	Waters Pierce Oil Co.	.....	Bank of Commerce Bldg.
Clark, C. W.....	Tully & Clark,	Architect & Eng'n'r.....	415 Locust st.
Clark, J. A.....	Clark Bros.,	Feed.....	East St. Louis, Ill.
Cleary, Michael.....		.....	110 N. Twelfth st.
Cleary, T. F.....	R. Cleary Com. Co.,	.....	508 Chamber of Commerce.
Clemens, F. W.....	F. W. Clemens Feed Co.,	Feed.....	3357 Gravois ave.
Cleveland, Henry D.....		.....	5015 Fairmount ave.
Clifford, Alfred.....		.....	619 Security Building.
Clifton, Daniel W.....	Nanson Com. Co.	.....	202 Chamber of Commerce.
Cobb, Seth W.....	Cobb & Gardner,	Commission.....	317 Cham. of Com.
Cobb, C. W. S.....	Glencoe Lime & Cement	Co.....	1400-A Old Manchester Road.
Cochrane, Manning W.....	Cochrane Grain	Co.....	107 Gay Bldg.
Cochrane, Thos.....	Cochrane Grain Co.	.....	107 Gay Bldg.
Cockrell, J. H.....		.....	117 N. Third st.
Cockrell, Elias.....		Grain.....	Jerseyville, Ill.
Cockrell, W. A.....		Broker.....	Merchants' Exchange.
Cohn, J. W.....	Hunter Bros.,	Flour and Feed.....	60 Gay Bldg.
Colby, W. A.....		Deceased.....	
Cole, Nathan.....	Nathan Cole Inv'tm't Co.,	President.....	722 Jaccard Bldg.
Cole, Amedee B.....	Jno. Jackson Inv't. Co.,	President.....	51 Gay Bldg.
Cole, Charles B.....	H. C. Cole Milling Co.,	Miller.....	Chester, Ill.
Cole, H. C.....	H. C. Cole Milling Co.,	.....	Chester, Ill.
Coleman H. C.....	H. C. Coleman Com. Co.,	.....	508 Cham. of Commerce.
Colladay, Wm. R.....	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
Collins, H. B.....	Whitaker & Co.,	Brokers.....	300 N. Fourth st.
Collins, Thos. R.....	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Collins, Martin.....	Martin Collins, Son &	Co., Insurance.....	955 Century Bldg.
Collins, Wm.....		Real Estate.....	Edwardsville, Ill.
Comstock, T. Griswold.....		Physician.....	3401 Washington ave.
Connery, E. E.....	Connery Commission Co.	.....	413 Cham. Com.
Connor, James A.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, P. P.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, M. J.....	Connor Bros. & Co.,	Commission.....	Gay Building.
Connor, Wm. P.....	Connor Bros. & Co.,	Grain.....	Gay Building.
Connors, Denis M.....	Lee Line Steamers,	Superintendent.....	Foot of Olive st.
Conrades, Edwin H.....	Donk Bros. Coal &	Coke Co.....	314 N. Fourth st.

Name.	Firm.	Business.	Location.
Conzelman, Theophilus...	Crunden-Martin	Woodenware Co.....	301 S. Main st.
Cook, Douglas G.....	American Wine Co.,		3021 Cass ave.
Cooke, Michael.....			4215 Cook ave.
Coon, D. F.....			Fort Scott Kas.
Coquard, L. A.....		Banker and Broker.	302 Rialto Bldg.
Cordes, D.....	D. Cordes & Co.,	Flour and Feed.....	1928 S. Twelfth st.
Cordes, Henry H.....	Camp Spring Mill Co.		Nashville, Ill.
Cordes, W. H.....	D. Cordes & Co.,	Flour and Feed.....	1928 S. Twelfth st.
Cornelius, N. B.....	Cornelius Mill Furnishing	Co.....	1119 N. Sixth st.
Cornell, Adolph.....	Schisler-Cornell Seed	Co.....	818 N. Fourth st.
Cornell, Ben P.....	Schisler-Cornell Seed	Co.....	813 N. Fourth st.
Cornet, Edward.....	Cornet Bros.,	Grocers.....	13th and O'Fallon sts.
Cornet, Henry A.....	Cornet Bros.,	Grocers.....	1239 N. Thirteenth st.
Cottingham, Clive.....	Harroun Elevator Co.		103 N. Third st.
Cottrill, Geo. F.....	Green's Car Wheel Mfg.	Co.....	3018 N. Broadway.
Coudrey, Harry M.....	H. M. Coudrey & Co.	Insurance.....	964 Century Bldg.
Cowgill, Frank S.....	Trans-Mississippi Grain	Co.....	Omaha, Neb.
Cox, Albert.....	Brinson-Judd Grain Co.,		208 Cham. Com.
Cox, Charles A.....	Cox & Gordon,	Pork Packers.....	1019 S. Third st.
Coyle, B. H.....	Hoosac Tunnel Line,	Agent.....	204 Railway Exchange.
Coyle, James F.....	Coyle & Sargent,	Wholesale Silks.....	1121 Washington ave.
Craft, Henry G.....	Bernet, Craft & Kauffman	Milling Co.....	512 Cham. Com.
Cramer, G.....	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.....	J. E. Crawford & Son,	Stocks and Bonds.....	421 Olive st.
Crawford, S. W.....	S. W. Crawford & Co.,	Lumber.....	DeSoto, Mo.
Crews, Thos. B.....		Lawyer.....	700 Carleton Bldg.
Crothers, John C.....	The McPheeters	Warehouse Co.....	1104 N. Levee.
Crone, C. C.....		Real Estate.....	3802 N. Broadway.
Cullen, Allen H.....	St. Louis Hay	Exchange.....	720 S. Theresa ave.
Cullen, Michael J.....	Cullen & Kelly,	Livery.....	2735 Cass ave.
Cummiskey, Jas.....		Commission.....	921 N. Fourth st.
Cunningham, C. A.....		Insurance.....	906 Century Bldg.
Cunningham, Dickson.....			101 Chamber of Com.
Cunningham, Edw. M.....	Grain Inspector,	Pensacola, Fla.....	5880 Etzel ave.
Cunningham, P. J.....	Cunningham Bros.	Woolen Co.....	Tenth and Locust sts.
Cupples, Sam'l.....	Sam'l Cupples Wood &	Willowware Co.....	7th and Spruce sts.
Currie, Frank.....	Farmers' Elevator Co.		Clarksville, Mo.
Currie, W. I.....	Jno. A. Warren & Co.		416 Cham. Com.

Daggett, Geo. H....	Geo. H. Daggett & Co.,	Grain.....	Minneapolis, Minn.
Daly, C. L.....	Swift & Co.,	Packers.....	National Stock Yards, Ill.
Daly, E. F.....	Dayton-Wooster Grain Co.,		301 Chamber of Commerce.
Dameron, Ed C.....			Clarksville, Mo.
Damhorst, Henry.....		Insurance Agent.....	709 Chestnut st.
Damke, Henry.....		Teamster.....	3319 Lemp ave.
Damon, Charles P.....		Farmer.....	83 Laclède Bldg.
Dana, George D.....	Charter Oak Stove &	Range Co., Sec'y.....	1440 N. Main st.
Danforth, W. H.....	Robinson-Danforth Co.,		Eighth and Gratiot sts.
Daniels, Geo. C.....	Nelson, Morris & Co.,	Packers.....	1008 S. Fourth st.
Daub, H. W.....	Schreiner-Flaok Grain Co.,	Commission.....	116 N. Fourth st.
Daugherty, John W.....	Laclède Mutual Fire Ins. Co.		Rialto Bldg.
Davidson, J. K.....	J. K. Davidson Com. Co.,	Grain.....	9 Laclède Bldg.
Davis, Geo. H.....	Ernst-Davis Grain Co.		Kansas City, Mo.
Davis, John David.....		Lawyer.....	421 Olive st.
Davis, Thos. W.....	St. L. Market Rep'r Co.,	Reporter.....	216 Market st.
Davis, C. R. H.....	C. R. H. Davis & Co.,	Real Estate.....	Lincoln Trust Bldg.
Dayton, C. A.....	C. A. Dayton Grain Co.		100 N. Third st.
Dean, Chas. L.....	Ludlow-Saylor Wire Co.,		120 S. Fourth st.
Dean, Wm. B.....			417 Cham. of Commerce.
Dean, Murry.....	Dean, Mill Co.,	Flour.....	Ava, Ill.

Name.	Firm.	Business.	Location.
Dehner, Adolph		Retired	2010 Victor st.
Deibel, Albert L.	St. Louis Hay & Grain	Co.	310 Cham. of Com.
Deibel, Fred	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Deibel, Louis P.	Anchor Flour	and Feed Co.	22nd & Morgan sts.
Delafield, Wallace	Delafield & Snow,	Insurance	850 Century Bldg.
Delaney, John O'F.		Real Estate	811 Chestnut st.
Dennis, C. C.	C. J. Dennis & Co.,	Commission	1011 N. Third st.
Dennis, John M.	Louis Mueller Co.,	Exporters	Baltimore, Md.
Denniston, U. R.	Spencer & Denniston,	Commission	Chicago, Ill.
Denton, W.	Denton Bros.,	Grain	Leavenworth, Kas.
DePew, Ray L.	Mobile & Ohio R. R.,	Cont. Agt.	Fullerton Bldg.
Desloge, F.	Desloge Lead Co.,		168 N. Fourth st.
Denvir, John B.	Hayden Sad'y H.	W. Co.	512 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal & Coke Co.	815 N. Seventh st.
De Yong, Adrian			Webster Groves, Mo.
Diamont, Henry A.	St. Louis Commission	Co.	815 N. Main st.
Dick, Joseph B.	Hy. Sayers & Co.,	Commission	412 Cham. Com.
Dickson, Joseph		Lawyer	Mo. Trust Building.
Dickinson, Albert	The A. L. Dickinson Co.,	Seeds. W. Taylor & River	sts., Chicago.
Dickinson, W. C.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Dickinson, Chas.		Seeds. W. Taylor & River	sts., Chicago.
Dieckman, H. H.	Henry Dieckman,	Feed.	1611 S. Ninth st.
Dieckmann, Joseph F.	Dickmann-Dusard	Seeds Co.	1110 N. Third st.
Dieckman, John H.	Wernse & Dieckman,	B'nk'rs and Brokers.	317 N. Fourth st.
Diekmann, Joseph	Jos. H. Diekmann & Co.,	Flour and Feed.	1210 Biddle st.
Dimmitt, Pope			Shelbina, Mo.
Dines, W. C.	W. C. Dines & Co.,	Fire Ins.	510 Pine st.
Dippold, Martin	The Farmers Milling	Co.	Edwardsville, Ill.
Doan, Geo. P., Jr.	Ford & Doan,	Merchandise Broker	421 S. Seventh st.
Dodd, Sam'l M.	Mo. Edison Co.,	President	415 Locust st.
Dodson, Joseph		Grain Dealer	Shipman, Ill.
Dodson, J. W.	The Dodson Braun Mfg.	Co.	Third and Cedar sts.
Doggett, Lewis C.	N. K. Fairbank & Co.,	Lard Refiners.	Chicago.
Donaldson, A. R.	Donaldson Bond and	Stock Co.	318 N. Fourth st.
Donaldson, John W.	Donaldson Bond and	Stock Co.	318 N. Fourth st.
Donaldson, Wm. R.		Attorney	207 Temple Bldg.
Donk, E. C.	Donk Bros. Coal & Coke Co.,	Coal Dealers.	314 N. Fourth st.
Donnewald, G. H.	Kerens-Donnewald	Coal and Coke Co.	421 Olive st.
Donovan, Frank X.	D. E. Smith & Co.,	Commission	114 N. Fourth st.
Donzelot, Eugene	E. Donzelot & Son,	Commission	16 S. Main st.
Donzelot, E. F.	E. Donzelot & Son,	Commission	16 S. Main st.
Dormitzer, Jos.		Real Estate	104 N. Ninth st.
Dower, John	Brooklyn Street Elevator,		Brooklyn and Commercial sts.
Dreyer, Eugene C.	Hunter Bros.,	Flour and Feed.	Gay Bldg.
Drown, P. S.	Miss. & O. Riv. Pilots' So.,	Secretary	110 N. Fourth st.
Drummond, H. I.	Drummond	R. & I. Co.	404 Carleton Bldg.
Drummond, James T.	Drummond	R. & I. Co.	404 Carleton Bldg.
Drummond, John N., Jr.	John N. Drummond, Jr. & Co.		400 N. Fourth st.
Dudley, S. S.	Kanawha Dispatch,	Agent	206 Rialto Bldg.
Duff, N. A.	Duff Grain Co.		Nebraska City, Neb.
Duffy, Jos. A.	J. A. Duffy & Co.,	Real Estate	806 Chestnut st.
Duing, Herman	Duing & Shomaker,	Hay and Grain	814 Clark ave.
Dula, R. B.	Continental Tobacco Co.		Tower Grove & Polson ave.
DuPont, A. B.	St. Louis Transit Co.,	2nd Vice-President	3369 Park ave.
Dunham, John S.	Dunham Mfg. Co.,	Dedicated Cocoanut.	9 Locust st.
Dunmire, Carroll E.	Swift & Co.,	Pork Packers	Nat'l St'k Y'ds, Ill.
Dunn, Thos.	Thos. Dunn Loan, Storage	and Mer. Co.	912 Franklin ave.
Dutcher, C. O.			Chamber of Commerce.
Dye, James Wm.	St. Louis Hay & Grain	Co.	310 Chamber of Commerce.
Dyer, E. H.	Mound City Paint &	Color Co.	811 N. Sixth st.

MERCHANTS' EXCHANGE OF ST. LOUIS.

9

Name.	Firm.	Business.	Location.
Bakin, Chas.		Grain Broker	411 Cham. of Com.
Eaton, A. F.	Eaton, McClellan & Co.	Commission	19 N. Main st.
Eaton, Chas. D.	Springfield Fire & Marine	Ins. Co., Insurance	949 Century Bldg.
Eddy, A. M.	Eddy & Eddy,	Manufacturing	500 N. Main st.
Edenborn, Wm.	U. S. Steel Corporation		71 Broadway, New York.
Edwards, B. F.	Nat'l Bank of Com.	Cashier	Broadway and Olive.
Edwards, Geo. L.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Edwards, W. J.	N., C. & St. L. Ry.		Bank of Commerce Bldg.
Eggers, H. B.	Eggers Milling Co.	Millers	Eighth and Clark ave.
Eggers, F. W.	Eggers Milling Co.	Millers	Eighth and Clark ave.
Eggers, Henry B., Jr.	Eggers Milling Co.		Eighth and Clark ave.
Ehlerrmann, Chas.	Chas. Ehlerrmann Hop	and Malt Co.	22d st. and Scott ave.
Eichler, Frank E.	Modern Miller,		Gay Bldg.
Einstein, Wm.		Mining Operator	320 Security Bldg.
Eiseman, B.	Rice, Stix & Co.	Dry Goods	Tenth & Washington ave.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Elliman, T. L.	D. R. Francis & Bro.	Commission Co.	214 N. Fourth st
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Elliot, S. Lee.	Missouri Commission Co.,		22 N. Fourth st.
Ellis, Wm. C.	Kehler Bros.,	Milling	401 Chamber of Commerce.
Elmore, V. C.		Grain	Ashland, Ill.
Ely, Arch F.		Grain	Jerseyville, Ill.
Engel, L. F.			4323 Forest Park Blv.
Engel, Wm.		Teamster	2901 Wisconsin ave.
Engelke, Fred.	New Baden Milling Co.,		New Baden, Ill.
Eno, E. Bates.			122 N. Third st.
Eppelsheimer, Frank.	Fischer Flour Co.		200 Market st.
Essmuelier, Fred.	Essmuelier M. F. Co.,	Millwrights	605 S. Sixth st.
Espenschied, Chas.			3500 Washington ave.
Euston, Alex.	Collier Shot Tower Works,		Security Building.
Evans, C. O.	Evans Bros.,	Tobacco & W. H. Co.	16th & Poplar st.
Evans, J. W.	N. Y. Life Ins. Co.,	Agent	Seventh and Olive sts.
Everingham, Henry D.		Grain	Fort Madison, Iowa.
Everingham, Lyman	L. Everingham & Co.,	Com.	80 Bd. of Trade, Chicago.
Evers, John.	Teichmann Commission Co.		62 Gay Bldg.
Evill, Burton K.		Hay and Grain	421 S. Theresa ave.
Evill, Jno. H.	Missouri Forage Supply Co.,	Hay and Grain	426 S. Theresa ave.
Ewald, L. P.	Ewald Iron Co.,	Iron, etc.	941 N. Second st.
Ewing, James F.	J. F. Ewing Salt Co.,		314 Chamber of Commerce.
Ewing, W. K.	Morton & Co.,		509 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster,	Commission	311 Chestnut st.

Faithorn, H. G.	Lehigh Valley Despatch,	Agent	305 Carleton Bldg.
Farley, J. H.		Commission	322 Pine st.
Farrelly, Thos. F.		Real Estate	312 Chestnut st.
Faulkner, Wm. R., Jr.	Secretary to Chief	of Police	Four Courts.
Faust, A. E.	Faust & Sons Oyster Co.	President	Broadway and Elm st.
Faust, Edward A.	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi sts.
Fay, Emory	F. C. Taylor & Co.,	Commission	204 N. Main st.
Fears, John C.	Illinois Central	Elevators	New Orleans, La.
Feiner, Eugene J.	Engelke & Feiner	Milling Co.	808 S. Broadway.
Feiner, Frank.	Engelke & Feiner,	Milling Co.	608 S. Broadway.
Feldbusch, Herman.		Teamster	2108 Blair ave.
Felkel, E. E.	Missouri Commission Co.,		22 N. Fourth st.
Felker, T. A.		Banker	Vienna, Mo.
Ferguson, Hugh	Hugh Ferguson & Co.,	Provision Brokers	122 N. Third st.
Ferguson, D. K.	Mechanics Bank,		Fourth and Pine sts.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster	2705 S. Broadway.
Field, John T.			182 Laclede Building.
Figueredo, A. de.	St. L. Transfer Co.,	Ass't Manager	400 S. Broadway.
Filley, Chauncey I.			2700 Lawton ave

Name.	Firm.	Business.	Location.
Filley, John D.	St. Louis-Union Trust Co.	Fourth and Locust sts.	
Finck, J. C., Jr.	J. C. Finck Min'l Mfg. Co.	Barytes, etc.	101 Barton st.
Finkenbinder, J. S.	St. Louis-Huntington	Oil Co.	3534 Washington ave.
Flinty, Thos.		Grain.	Xenia, Ill.
Fischer, John C.	Fischer Flour Co.		202 Market st.
Fischer, Louis F.	Chas. Tiedeman Mill. Co.		O'Fallon, Ill.
Fisher, Geo. K.	Alzheimer & Rawlings,	Brokers.	217 N. Fourth st.
Fisher, John A.	J. A. Fisher & Co.,	Hay.	1825 Rutger st.
Fisher, S. J.	Fisher & Co.,	Real Estate.	714 Chestnut st.
Fisher, Geo. D.	G. D. Fisher & Co.,	Real Estate.	216 Wainwright Bldg.
Fisher, Wm. M.	St. Louis Transit Co.,	Asst. Pur. Agent.	3369 Park ave.
Fisse, Wm. E.		Attorney.	320 Rialto Building.
Flach, Joseph.	New Athens Milling Co.		New Athens, Ill.
Flack, Chas. D.			
Flack, Chas. E.		Deceased.	
Flebbe, Hermann.	Western Candy and	Bakers' Supply Co.	216 S. Third st.
Fleming, Thos. H. B.	O'Connor & Co.,	Market Reporter.	216 Market st.
Flesh, Edw. M.	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Foell, Christian.			3108 Illinois ave.
Foell, Henry.	Foell & Co.,	Commission.	123 Market st.
Foley, Daniel J.	Ohio Valley Milling Co.,		Hawesville, Ky.
Foote, E. L.			300 N. Fourth st.
Forrester, R. L.	Forrester Bros.,		Gay Bldg.
Forster, Otto E.		Physician.	520 N. Garrison ave.
Forster, C. August.		Deceased.	
Forster, C. Marquard.	St. L. Brew'g Assn.		309 S. Sixth st.
Foskett, Arthur I.	Foskett-Kissner Feed	Co.	4325 N. Broadway.
Fouke, Phil. B.	Funsten Bros. & Co.,	Commission.	109 N. Main st.
Fowler, Edwin.		Deceased.	
Fox, John W.	C., P. & St. L. R. R.,	Com'l Agent.	Houser Building.
Fraley, M.	Moses Fraley & Co.,	Insurance.	910 Century Bldg.
Francis, David R.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, D. R., Jr.	Francis Bro. & Co.,	Stocks and Grain.	214 N. Fourth st.
Francis, T. H.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, J. D. Perry.	Francis Bro. & Co.,	Stocks and Bonds.	214 N. Fourth st.
Franciscus, J. M., Jr.	Moffitt & Franciscus,	Real Estate.	703 Chestnut st.
Frank, John F.		Grain.	Okawville, Ill.
Frank, Max.	Frank & Wohlgemuth,	Horses and Mules.	1515 N. Broadway
Frank, Nathan.		Attorney.	Century Bldg.
Franklin, Jos.	Wm. Barr Dry Goods Co.,	Dry Goods.	Sixth and Olive st.
Franklin, Spencer.		Broker.	1129 Channing ave.
Frederick, A. H.			103 N. Seventh st.
Freeborn, Charles S.			1746 Mississippi ave.
Fresch, Chas. M.	Young & Fresch Grain	Co.	101 N. Third st.
Freund, L.	L. Freund & Bro.,	Bakers.	913 Souland st.
Friedman, B.			3202 Harper st.
Fritschle, Robert.		Grocer.	5000 Gravois ave.
Fruin, Jeremiah.	Fruin-Colnon Con.	Co., Contractors.	721 Olive st.
Fuchs, Arnold.	Peycke Bros. & Co.	Grain Co.	335 N. Third st.
Funk, Joseph P.	J. P. Funk & Co.,	Tallow, etc.	914 N. Main st.
Funsten, R. E.	R. E. Funsten & Co.,	Wool.	300 N. Commercial.
Funsten, Wm. F.	Funsten Bros. & Co.,	Commission.	109 N. Main st.
Fusz, F. D.	Regina Flour Mill Co.,		601 S. Main st.
Fusz, Louis.	Regina Flour Mills		601 S. Main st.
Fusz, Eugene A.	Regina Flour Mill Co.		601 S. Main st.
Fusz, Paul A.	Granite Bi-Metallic M. Co.,	President.	422 Security Building.
Fyffe, Wm. J.	Fyffe Bros. & Co.,	Commission.	50 B. of T., Chicago.

Gaiennie, Frank... The Ludlow Automatic Fire Alarm Co... 305 Colonial Tr. Bld.
 Galbreath, G. W... Third National Bank, Cashier... 417 Olive st.
 Gandolfo, John B... Gandolfo-Ghio Mfg. Co... 104 S. Eighth st.

Name.	Firm.	Business.	Location.
Gannett, Jno. M.			114 N. Fourth st.
Gardner, R. E.	Banner Buggy Co.		Broadway and Chouteau ave.
Gardner, Wm. A.	Cobb & Gardner,	Commission.	817 Chamber of Com.
Garneau, James W.	Krey Packing Co.		Twenty-first and Bremen ave.
Garneau, Pierre A.	Krey Packing Co.	Pork Packers.	2100 Bremen ave.
Garrels, G. W.	Franklin Bank,	Banking.	Fourth and Morgan sts.
Garrett, Walter L.	Board of Trade Clearing Co.		Kansas City, Mo.
Garrison, O. L.	Big Muddy Coal & Iron Co.		912 Wainwright Bldg.
Garvey, Lawrence.	L. Garvey & Co.	Produce and Com.	1412 N. Broadway.
Gasser, Emil.	M. M. McKeen & Co.		6 N. Second st.
Gatch, Elias S.	Granby Mining and S. Co.		Mermod & Jaccard Bldg.
Gaupel, Henry J.			1724 Longfellow blv.
Gaus, H., Jr.	Henry Gaus & Sons,	Box Factory.	Main and Madison sts.
Gays, H. K.	Weare Commission Co.		208 Cham. Com.
Gebhardt, Geo. E.	Geo. E. Gebhardt & Bro., Grocer.		7830 Ivory ave.
Geddes, John A.	Geddes & Co.	Merchants.	169 Jackson blv., Chicago.
Gelssmann, Otto.	Highland Milling Co.	Flour.	Highland, Ill.
Geraghty, John E.	Chapin & Co.	Mill Feed.	305 Chamber of Com.
Gerber, Charles.	Gerber Fruit Co.		910 N. Third st.
Gerdes, Charles B.	Chas. B. Gerdes & Co.	Grain.	East St. Louis, Ill.
Gerhart, P. G.			3640 Washington ave.
Gerhart, Frank H.	F. H. & C. B. Gerhart	Real Estate Co.	Wainwright Bldg.
Gerlach, W.		Insurance.	6 N. Third st.
Gessler, Emil W.	E. W. Gessler & Co.	Commission.	115 N. Third st.
Gessler, E. A.	Gessler & Kraussnick,	Broker.	411 Olive st.
Gettys, James M.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gettys, Thos. B.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gfeller, Alfred.		Lawyer.	426 Roe Bldg.
Ghiselin, Horace.	United Elev. & Grain Co.		516 Cham. of Commerce.
Ghio, James C.	Barada-Ghio R. E. Co.		1001 Chestnut st.
Giesecke, Otto.	Chas. Ehlerman Hop and Malt Co.		Twenty-second and Scott.
Gieselman, F. H.	Chris. Sharp Com. Co.		202 N. Main st.
Giesler, John F.	John F. Giesler & Bro.	Feed.	1831 Franklin ave.
Gifford, Isaac C.	C. E. Gifford & Co.	Grain.	225 Rialto Bldg., Chicago.
Gill, Wm. E.	Stephen Peck & Bro.	Real Estate.	Lincoln Trust Bldg.
Gillham, F. C.	Alton Packing Co.	Pork Packers.	Alton, Ill.
Gillis, John G.	Picker & Beardsley,	Commission.	118 N. Main st.
Gilmartin, Jas. J.	Mo. State Grain Insp.		Rialto Bldg.
Gilmartin, P. J.		Broker.	Merchants' Exchange.
Gintz, Adam.	St. Clair Vinegar Co.		Belleville, Ill.
Ginoecchio, D.	Ginoecchio Bros. & Co.	Fruits.	718 N. Third st.
Giraldin, Chas. E.	Giraldin Bros. & Cates,	Real Estate.	110 N. Eighth st.
Givens, Jos. W.			415 Locust st.
Glaser, Carl S.	Jos. Glaser & Son,	Brokers.	317 Olive st.
Glaser, Joseph.	Joseph Glaser & Son,	Brokers.	317 Olive st.
Goddard, G. F.	E. Goddard Flour Co.		Second and Rutger sts.
Goddard, J. H.	E. Goddard Flour Co.		Second and Rutger sts.
Goebel, Fritz.	F. Goebel & Sons,	Wholesale Grocers.	27-29 S. Second st.
Goeke, Fred'k W.	F. W. Goeke & Co.	Commission.	22 N. Second st.
Goerger, G. A.	Wm. Goerger Malting Co.		1701 Singleton ave.
Goerts, August.	Germana Life Ins. Co.		208 Colonial Trust Bldg.
Goetz, Victor.	Inspecting and Flour Testing Co.		303 Market st.
Goldman, J. D.	Adler, Goldman & Co.	Cotton Factors.	112 S. Main st.
Goodall, John R.	W. H. Markham & Son,	Insurance.	906 Century Building.
Goodnow, Frank.	Miss. Valley Elev. & Grain Co.		Levee and Madison st.
Gordon, Samuel.	Cox & Gordon	Provisions.	1019 S. Third st.
Gordan, Thos. P.		Grain.	Bd. of T. Bldg., St. Joseph, Mo.
Gorman, John I.			1506 Arlington ave.
Grafeman, Wm.	Grafeman Dairy Co.		2020 Franklin ave.
Graham, Ben B.	Graham Paper Co.		Second and Olive sts.
Graham, G. L.	G. L. Graham & Co.	Com.	301 Chamber of Commerce.
Graham, Robt. S.	G. L. Graham & Co.	Commission.	301 Cham. of Com.
Grant, W. D.	W. D. Grant Pkg. Co.	Pork Packer.	} 3326 Garfield ave.
Grant, Chas. A.	W. D. Grant Pkg. Co.	Pork Packer.	
Grant, Alex. D.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.

Name.	Firm.	Business.	Location.
Grassmuck, Wm	Wabash Elevator,	Grain	Second and Biddle sts.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging	102 Rialto Building.
Graves, Oswald	Sidney C. Love & Co.,		207 Chamber of Commerce.
Graves, W. W.	National Biscuit Co.,		205 LaSalle st., Chicago, Ill.
Gray, Clarence Edwin	Karrick, Gray &	Williams, Grain	B. of T., Chicago
Gray, Melvin L.		Lawyer	509 Chestnut st.
Green, Francis X.	The Chas. Green Real	Estate Co.	720 Chestnut st.
Green, H. H.	Green Car-Wheel Mfg. Co.,	President.	3018 N. Broadway.
Green, Chas.	Chas. Green Real Est. Co.,		720 Chestnut st.
Green, James	Laclede Fire Brick Mfg.	Co.	915 Wainwright Bldg.
Green, W. L., Jr.	W. L. Green Com. Co.,	Commission	62 Laclede Bldg.
Greer, Robert C.	Greer-Anderson	Realty Co.	719 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregg, W. H., Jr.	Mound City Pt. & Col. Co.,	Paints and Oils	811 N. Sixth st.
Gregory, James A.			5406 Maple ave.
Greve, Henry	John Wahl Com. Co.,		2 S. Main st.
Grier, J. P.	Schwartz, Dupee & Co.,		10 Wall st., N. Y.
Grier, R. C.		Attorney	802 Missouri Trust Bldg.
Griesedieck, Paul H.	H. Griesedieck & Co.,		1134 S. Twelfth st.
Griesedieck, Bernard	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sts.
Griesedieck, Henry C.	Consumers Brewing	Co.	1900 Shenandoah st.
Griesedieck, Henry, Jr.	Nat'l. Brew'y Co.,	Br'wrs.	Eighteenth and Gratiot sts.
Griesedieck, H. L.	H. L. Griesedieck & Co.,	Liquors	715 N. Sixth st.
Griesedieck, Frank	H. Griesedieck & Co.,	Malster	1110 Park ave.
Grimm, T.			812 S. Fourth st.
Grimes, I. C.		County Sheriff	Huntsville, Mo.
Grimm, Henry J.	Grimm & Co.		132 Cham. Com.
Grone, Ed.	Grone & Co.,	Soda	13 S. Eleventh st.
Grone, Henry	Grone & Co.,	Soda	13 S. Eleventh st.
Grone, John G.	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Gronemeyer, C. L.			2604 Clark ave.
Grosshelder, Aug. F.		Hay and Grain	2817 Easton ave.
Grubbs, H. B.	Columbia Biscuit Co.		Fourteenth and Papin sts.
Gruenfelder, Louis		Pork Packer	2029 Shenandoah ave.
Gruet, John P.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.
Gunnison, Geo. W.		Oils	211 Commercial Bldg.
Haarstick, Hy. C.	St. L. & Miss. Val. Tr. Co.,	President	103 N. Third st.
Haarstick, Wm. T.	St. L. & Miss. Val. Tr. Co.,	Vice-President	103 N. Third st.
Haddaway, W. S.	Consolidated Coal Co.,		Laclede Building.
Haering, John		Teamster	2016 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haeussler, Herman A.		Lawyer	34 Laclede Building.
Hagerman, James		Attorney	606 Wainwright Building.
Hainsworth, Jonas			1235 Armstrong ave.
Haley, Claude E.	D. I. Bushnell & Co.,	Seeds	103 N. Second st.
Hall, Chas. E.	Langenberg Bros. & Co.,	Commission	417 Cham. of Com.
Hall, Geo. H.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E.	John E. Hall Com. Co.		418 Chamber of Commerce.
Hall, Louis T.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, Marshall	W. L. Green Com. Co.		62 Laclede Building.
Hallet, F. A.	Hallet & Co.,	Grain	Minneapolis, Minn.
Halliday, H. E.	H. L. Halliday Mfg. Co.,		Chicago, Ill.
Hamilton, Alexander	Gartside Coal Co.	Coal	1121 Pine st.
Hammer, L. F.	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Hancock, D. J.		Insurance	906 Century Bldg.
Handlan, A. H.	Handlan Buok Mfg. Co.,	Railroad Supplies	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.,	President	Ninth & N. Market st.

Name.	Firm.	Business.	Location.
Hannigan, K. B.	Southern Ry.		100 N. Fourth st.
Hanson, C. T.	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.	Traffic Mngr.	2nd st. and Cass ave.
Hanson, A. T.			132 Cham. of Com.
Harig, Albert J.	Annan, Burg & Co.		117 N. Third st.
Harrington, Charles M.	The Van Dusen-Harrington Co.		Minneapolis, Minn.
Harris, Benj.	B. Harris & Co.	Wool.	Second and Walnut st.
Harrison, W. B.	W. B. Harrison Grain Co.	Hay and Grain.	52 Gay Building.
Harroun, A. L.	Harroun Commission Co.		Kansas City, Mo.
Harroun, A. M.	Harroun Elevator Co.		405 Rialto Bldg., Chicago.
Harroun, W. H.	Harroun Elevator Co.		103 N. Third st.
Harstlick, J. C.		Teamster.	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.	Printing.	513 Market st.
Hartmann, Ernst.	E. Hartmann Hide & Leather Co.		1905 Shenandoah ave.
Hartmann, Rudolph.	R. Hartmann & Co.	Commission.	14 S. Second st.
Hartman, John.		Merchant Tailor.	612 N. Broadway.
Hartnett, Jos. P.	L. M. Rumsey Mfg. Co.		810 N. Second st.
Hartzell, S. S.	Hartzell Light & Milling Co.		Poplar Bluff, Mo.
Hauelsen, F. G.	Hauelsen Bros.	Produce and Com.	1017 N. Third st.
Harvey, Geo. Jr.	P. M. Brunner Granitoid Co.		211 Odd Fellows' Bldg.
Harvey, R. S.	Franklin & Harvey,	Railroad Ties.	Eldon, Mo.
Hattersley, F.	F. Hattersley Bro. & Co.		205 Pine st.
Hattersley, Jos.	F. Hattersley Bro. & Co.		205 Pine st.
Hauptmann, Peter.	Peter Hauptmann & Co.	Co., Tobacco.	513 N. Third st.
Havlin, John.	W. B. Harrison & Co.	Commission.	52 Gay Building.
Hawes, Harry B.		Lawyer.	Lincoln Trust Bldg.
Hawken, Wm. H.	Jno. Jackson Investment Co.		51 Gay Building.
Haynes, Delos R.	Haynes Bros.	Real Estate.	403 Mo. Trust Building.
Haynes, W. J.	Front Rank Steel	Furnace Co.	23rd & Lucas ave.
Hazard, Wm. P.	Monarch Rubber Co.	Vice-Pres't.	Bittner & Kenrick sts.
Healey, E. S.	Glencoe Lime & Cement Co.		1400-A Old Manchester rd.
Heath, A. J.	A. J. Heath & Co.	Commission.	304 N. Commercial st.
Heed, R. B.	Erie Despatch,		12 Laclede Building.
Heege, Albert.		Grocer.	Clayton, Mo.
Heege, Theodore.		Grocer.	Kirkwood, Mo.
Heger, Frederick.	Heger & Seifert,	Game, etc.	122 N. Main st.
Helurischmeyer, Henry		Feed.	6830 S. Broadway.
Heintz, Emil.	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heitzberg, Chas. L.	Beaumont Inv. Co.		301 Wainwright Bldg.
Helein, Geo. A.		Cooperage.	419 S. Fourteenth st.
Helery, M. F.		Retail Liquors.	112 N. Third st.
Hellman, A. M.	A. M. Hellman & Co.	Wholesale Liquors.	508 N. Second st.
Hellman, Chas.	Hellman-Godlove	Mer. Co.	120 N. Main st.
Heltzell, D. S.	H. C. Coleman Com. Co.		508 Cham. Com.
Heltzell, Harry Dallas.	A. J. Child & Son,	Commission.	211 Market st.
Heman, Fred.		Deceased.	
Heman, G. A.		Hay and Grain.	1221 N. Jefferson av.
Heman, John C.	Heman Construction Co.		108 1/2 N. Eighth st.
Hemenway, Wm. D.	Peugnet & Hemenway, Ins.		902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.	Grain.	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.	Auditor.	3860 Park ave.
Henseler, F. F.	Drayage Transfer Co.		10 Bridge Approach.
Henson, Mark.	County Supt. of Schools,		Granite City, Ill.
Henze, F. W.	Old Rock Bakery Co.	Baker.	417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.		4528 S. Broadway.
Hewit, O.		Commission.	1823 Cora Place.
Heydt, John B.	Heydt Bakery Co.		1607 Biddle st.
Heyman, Wm.	Lackawana Line,	Agent.	105 Ry. Exchange.
Hezel, Charles.	Hezel Milling Co.	Millers.	East St. Louis, Ill.
Hezel, Charles, Jr.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, E. T.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Moris.			2387 Lafayette ave.
Hickey, Dewey A.	Rialto Grain & S. Co.		Rialto Bldg.
Hickman, W. T.		Deceased.	
Hilke, Christoph.		Flour and Feed.	3749 N. Broadway.

Name.	Firm.	Business.	Location.
Hilke, Christ H.	Christ Hilke,	Feed.	3747 N. Broadway.
Hill, Ewing	Western Advertising Co.		306 Century Building.
Hill, Wm. T.	J. H. Teasdale	Commission Co	100 N. Fourth st.
Hill, G. W.			1743 Preston pl.
Hill, Walker	American Ex. Bank,	President.	207 N. Broadway.
Hillar, W. T.	Erie Dispatch,		12 Laclède Bldg.
Hinchman, J. G.		Prov'n Inspector.	22 S. Commercial st.
Hindman, James H.		Farmer	Rockwood, Ill.
Hirsch, I. C.	Cal. Hirsch & Sons	Rail Co.	212 Clark ave.
Hirschberg, F. D.	F. D. Hirschberg & Bro.,	Insurance.	123 N. Third st.
Hitchcock, Henry		Deceased	
Hitchcock, E. A.	Secretary of the Interior,		Washington, D. C.
Hoagland, Wm. Y.	Police Officer,		4408 N. Nineteenth st.
Hobart, B. F.			Springfield, Mo.
Hodge, James	The Paddock-Hodge Co.		Toledo, Ohio.
Hodgkins, Daniel		Deceased	
Hodgman, E. M.	J. E. Crawford & Son,	Stock Brokers.	421 Olive st.
Hodgkins, Elbert	Kehlor Bros.	Flour.	402 Chamber of Commerce.
Hoffmann, August	Hoffman Stave Co.,	Coopers.	Dexter, Mo.
Hoffman, Geo. E.	Merchants' Laclède Nat.	Bk., Cashier	Fourth and Olive sts.
Hoffman, S. H.		Builder	Globe-Dem. Building.
Hofman, Louis	Mound City Ice & Cold	Storage Co.	3019 N. Broadway.
Hofmann, F. W.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hogan, C. C.	McReynolds & Co.	Grain.	820 Security Bldg.
Hogenmiller, John A.	Hogenmiller Com.		714 N. Third st.
Holbrook, Walter J.	Blackwelder-Holbrook	R. Est. Trust Co.	107 N. Seventh st.
Holland, Geo. H.		Deceased	
Holliday, Omar	Fulton Bag & Burlap Co.		612 S. Seventh st.
Holliday, Sam'l N.		Deceased	
Holmann, Julius	Cairo Milling Co.		Cairo, Ill.
Holmes, Jesse H.	H. & L. Chase Bag Co.,		18 N. Main st.
Holtzclaw, Frank	The Jeffras Cloak Co.,		Hannibal, Mo.
Hopkins, James			Security Bldg.
Hopplus, Herman F.	Mullen & Hopplus	Painting Co	114 Olive st.
Horn, Benjamin F.		Cooperage.	E. St. Louis, Ill.
Horn, Benj. F., Jr.	Benj. F. Horn,	Cooperage.	Mo. ave. E. St. Louis, Ill.
Horn, Chas. W.	Benj. F. Horn,	Cooperage.	Mo. ave. E. St. Louis, Ill.
Horner, E. P.	Allen-West Com. Co.,		104 S. Main st.
Hornsby, Joseph L.		Attorney	520 Rialto Bldg.
Horstman, Julius C.	Jas. W. Scudder & Co.,	Whol. Grocers.	425 S. Seventh st.
Hospes, Richard	Ger. Sav. Institution,	Cashier	Fourth and Pine sts.
Houghtlin, D. M., Jr.	Wiggins Ferry Co.		923 Security Bldg.
House, Richard J.		Hay and Grain	Kansas City
Howard, F. F.	W. P. Howard & Co.,	Commission	414 N. Commercial st.
Howard, J. J.	W. P. Howard & Co.,	Commission	408 N. Levee.
Howard, L. J.	Evans & Howard Fire	Brick Co.	920 Market st.
Howard, John W.		Liquors.	307 N. Garrison ave.
Hoyt, E. R.	Hoyt Metal Co.,	Secretary	4143 Clayton ave.
Hubbard, Robt. M.	Hubbard & Moffitt,	Commission Co.	322 Pine st.
Hudson, Wm. A.	Hudson Bros. Com. Co.,	Commission	212 N. Second st.
Hudson, John		Cotton.	Barry and Kosciuski sts.
Huff, C. H.		Machinery	Levee and Morgan st.
Hug, Henry	Laclède Hay & Grain Co.,		110 So. Jefferson ave.
Hull, Wm. L.			520 Cham. of Com.
Hundley, J. H.		Grain Broker.	132 Cham. Com.
Hunn, Eugene F.	C. H. Canby & Co.,		Chamber of Commerce.
Hunter, R. D.		Deceased	
Hunter, E. O.	Hunter Bros.	Grain and Feed.	60 Gay Bldg.
Hunter, Henry	Chris. Sharp Com. Co.,		202 N. Main st.
Huppert, W. E.	Klausman Brewery Co.	Book-keeper	8639 S. Broadway.
Hussmann, Henry	G. Ziebold & Son,		Red Bud, Ill.
Husted, Edward C.	St. Joe Lead Co.,		166 Laclède Building.
Hutchinson, R. R.	Mechanios' Bank,	President	Fourth and Pine sts.

Name.	Firm.	Business.	Location.
Hutchinson, Jas.	Jas. Hutchinson & Sons,	Sugar Brokers	712 Spruce st.
Hutlig, C. H.	Hutlig Sash & Door Co.,		8900 Chouteau ave.

Ichtertz, Geo. J.	Cobb & Gardner,	Commission	317 Cham. Com.
Imbs, Joseph F.	J. F. Imbs Milling Co.		67 Gay Bldg.
Imbs, Al. V.	J. F. Imbs Milling Co.		67 Gay Bldg.
Immer, E. B.		Grain	Pilot Knob, Mo.
Ismert, Jno	Pinckneyville Milling Co.,		Pinckneyville, Ill.

Janes, J. M.			Chamber of Commerce.
Jannopoulos, D.	Mo. Tent & Awning Co.,	Tents	102 N. Second st.
Jasper, Louis A.	Jasper & Sellmeyer,	Commission	835 N. Third st.
Jennings, A. M.	Printing Telegraph	News Co.	307 Cham. Com.
Jenkins, B. C.		Broker	Bank of Commerce Bldg.
Joerger, G. A.	Wainwright Brewery,	Teamster	Eleventh and Papin.
Johnson, F. N.	Simmons Hardware Co.		Ninth and Spruce st.
Johnson, M. B.	T. E. Price & Co.,	Commission	111 N. Third st.
Johnson, Ralph O.		Broker	812 Lincoln Trust Bldg.
Johnston, George S.	Johnston T. F. & Met.	Co., Tin Foil Manuf.	6020 S. Broadway.
Johnston, Wm. C.	Donk Bros.,	Coal & Coke Co.	314 N. Fourth st.
Jones, Breck	Miss. Valley Trust Co.,		2d V.-P & Counsel.
Jones Charles, Jr.			201 N. Fourth st.
Jones, Louis J.	Chapin & Co.,	Mill Feed	Labadie, Mo.
Jones, C. Norman	St. Louis Brewing Assn.		305 Cham. Com.
Jones, Ezekiel	Jones-Pope Produce Co.,	Commission	702 Wainwright Building.
Jones, Geo. P.	Geo. P. Jones & Co.,		917 N. Fourth st.
Jones, Vincent M.	John Mullally Com. Co.,		Oil
Jordan, Wm. E.			704 N. Main st.
Judson, F. N.	Judson & Green,	Florist	405 Chamber of Commerce.
Judd, W. D.	Brooklyn Elevator & Grain	Co	Union and Spalding aves.
			500 Rialto Building.
			506 Chamber of Commerce.

Kaehler, E.	Interstate Despatch,	Agent	305 Houser Building.
Kahn, Joseph		Insurance	301 Century Bldg.
Kaiser, Henry	John G. Kaiser & Co.,	Grocers	901 Franklin ave.
Kaiser, Jacob	Jacob Kaiser & Co.,	Manufacturers	Third and Elm sts.
Kaiser, Jno. H.		Deceased	
Kalb, C. R.	G. O. Kalb & Son,	Insurance	967 Century Bldg.
Karns, W. H.	Dan'l P. Byrne & Co.		318 Chamber of Commerce.
Karrick, Henry L.	Henry Karrick Co.,	Grain	20 C. of C., Minneapolis.
Kassuba, Walter L.	Kassuba Com. Co.		Milwaukee, Wis.
Kauffman, H. M.	G. H. Walker & Co.,	Broker	310 N. Fourth st.
Kauffman, John W.			Kings Highway and Lindell Bld.
Kauffman, F. E.	Bernet, Kraft & Kauffman Milling Co.		512 Cham. Com.
Kaune, Wm. G.			Brees, Ill.
Kavanaugh, W. K.	Interstate Car Transfer Co.		818 Security Bldg.
Keeble, W. B.	Senter Commission Co.,	Commission	25 S. Third st.
Kehler, P. F.		Investments	6154 Plymouth ave.
Kehoe, C. J.	F. D. Hirschberg & Bro.,	Insurance	123 N. Third st.
Kehlor, D. M.			3000 Pine st.
Kehlor, J. B. M.	Kehlor Bros.,	Milling	401 Chamber of Commerce.
Keiflein, John M.	Consolidated Coal Co.	Superintendent	Foot of Locust st.
Keirsey, W. H.	C. H. Albers Com. Co.,		40 Chamber of Commerce.
Kelser, C. J.	Kelser Bros. Milling Co.,	Flour	Mt. Olive, Ill.

Name.	Firm.	Business.	Location.
Kelser, Robert H.		Real Estate	417 Pine st.
Kelly, E. M.	Liberty Mills,		Nashville, Tenn.
Kennard, Sam. M.	Kennard & Sons Carpet	Co., Carpets	Fourth and Washington
Kennedy, Maxwell	Kennedy Grain Co.		520 Cham. of Com.
Kennedy, Samuel G.		Insurance	956 Century Building.
Kennedy, T. D.	Jeremiah Murphy,	Pork Packer	2315 Morgan st.
Kennett, Wm. P.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Kenney, Grant W.	Grant W. Kenney & Co.	Commission	Kansas City, Mo.
Kent, H. V.	Kent & Purdy Paint Co.		701 N. Second st.
Kerens, R. C.		Railroads,	Third Nat'l Bank Building
Kerls, Charles T.		Flour and Feed	2031 Salisbury st.
Kern, Chas.	Union Biscuit Co.		Sixth and Carr sts.
Ketchum, Horace F.	Langenberg Bros.	& Co.	417 Chamber of Commerce.
Keyes, S. P.		Livery	1100 St. Ange ave.
Kiely, P. M.	P. M. Kiely & Co.	Commission	914 N. Third st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Locust st.
King, Lawrence L.		Fire Insurance	835 Century Bldg.
King, Wm. J. 2nd	Maas. Mutual Life,	Manager	Century Bldg.
Kingsland, L. D.	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		823 N. Second st.
Kinsella, James	Kinsella & Co.	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	715 Spruce st.
Klaser, John	Foskett & Klaser,	Feed	4323 N. Broadway.
Klasing, Aug. F.		Groceries and Feed	5034 N. Broadway
Klauber, John	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klein, Jacob	Klein & Hough,	Attorneys	902 Rialto Bldg.
Klein, Jno. S.	Geo. S. Mephram & Klein,	Dry Paints	Sidney st. and Levee.
Klenk, Charles	A. Laux & Son Pork	Packing Co.	Russell and DeKalb st.
Knebel, L.	L. Knebel & Co.	Grain and Lumber	Pierron, Ill.
Kneeland, Lorenzo D.	Raymond, Pyncheon & Co.,		
	Grain and Stock Brokers		219 LaSalle st., Chicago.
Knehans, H. W., Jr.	H. W. Knehans & Sons,	Commission	1022 N. Third st.
Knight, Geo. W. J.	Meyer Bros. Drug Co.		Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Knoblauch, C. O.		Boneblack	3213 Russell ave.
Knox, C. G.	National Stock Yards,	V.-Pres.	National Stock Yards, Ill.
Koch, Arthur			1311 S. Fourteenth st.
Koechig, Wm.	Jos. A. Buckland & Co.	Hay and Grain	103 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sts.
Koehler, Henry, Jr.	American Brewing Co.		2318 S. Seventh st.
Koehler, Hugo A.	The American Br'g Co.		2826 S. Broadway.
Koehler, Julius H.	Columbia Br'wing Co.		Twentieth and Madison st.
Koenig, Edw. R.	Wm. Koenig & Co.	Harvesting Machinery	120 S. 8th st.
Koenigsmark, Jacob J.		Flour Mill	Waterloo, Ill.
Koelingsmark, T.		Milling	Waterloo, Ill.
Kohlbr, Louis		Feed	3254 S. Jefferson ave.
Kohlbr, Louis, Jr.	Louis C. Kohlbr &	Bro., Feed	3407 Missouri ave.
Kohl, F.	Kohl & Niemann,	Feed	Venice, Ill.
Kohn, R. D.	Kohn & Co.		315 N. Fourth st.
Kolb, Adolph	Southern Feed Co.,	Pres. and Treas.	911 S. Seventh st.
Kotany, M.		Stock and Bond Broker	409 Olive st.
Kracke, J. H.	J. H. Kracke Grain Co.		208 N. Fourth st.
Krause, E. B., Jr.	Page & Krause Mfg.	& Mining Co.	410 Valentine st.
Kraussnick, E. C.	Gessler & Kraussnick,	Brokers	411 Olive st.
Krenning, H. B.	F. H. Krenning & Sons,	Grocers	818 N. Third st.
Kretschmar, Ernest		Provisions	2700 Cherokee st.
Krey, Fred	Krey Packing Co.	Pork Packers	21st and Bremen ave.
Krickhaus, A.	Washington M. F. Ins.	Co.	421 Olive st.
Krite, F. H.	Hezel Milling Co.	Deceased	
Kroeger, Mathias	Henry Sayers & Co.	Millers	East St. Louis, Ill.
Kron, A.		Commission	412 Cham. Com.
Kuenke, Henry		Livery Stable	2122 N. Tenth st.
Kuhlman, Henry W.	Kuhlman & Bros.	Flour and Feed	2653 Gravois ave.
		Grocers and Feed	2304 Bremen ave.

Name.	Firm.	Business.	Location.
Kuhn, Francois.....	Chemical Building Co.		Eighth and Olive sts.
Kuhn, Robert C.....	Bartlett, Kuhn & Co.,	Grain and Hay	Evansville, Ind.
Kuha, Aug. H.....	Louis Obert Brewery,		Twelfth and Lynch sts.
Kuha, H. W.....	H. W. Kuhs & Co.,	Grocers and Com.	28 S. Third st.
Kunz, Henry.....		Malster.	1313 Ann ave.
Kupferle, E.....	Kupferle Bros. Mfg. Co.		600 N. Second st.

Lackland, R. J.....	Boatmens' Bank,	President.	4th and Washington ave.
Lackland, Edgar C.....			58 Laeade Building.
Lahey, Thos. P.....	T. E. Price & Co.,	Commission	111 N. Third st.
Lamping, W. C.....	W. C. Lamping Grain Co.,	Broker.	212 Cham. of Com.
Lamy, Chas. O.....	J. H. Teasdale Com. Co.,		100 N. Fourth st.
Lamy, Joseph F.....	Cobb & Gardner,	Commission.	317 Cham. of Com.
Landau, Louis.....	Landau & Co.,	Grocers.	317 N. Second st.
Lang, George.....	Braun-Lang Com. Co.,	Flour and Commission.	Gay Building.
Lang, B. H.....	B. H. Lang & Co.,	Commission.	415 Cham. of Com.
Lang, Ben S.....			415 Cham. of Com.
Langenberg, Geo. F.....	Langenberg Bro. &	Co., Commission.	417 Cham. of Com.
Langenberg, H. F.....	Langenberg Bro. &	Co., Commission.	417 Cham. of Com.
Langenberg, H. H.....	Langenberg Bros. &	Co., Commission.	417 Cham. of Com.
Langenberg, C. H.....	Front Rank Steel	Furnace Co.	23rd and Lucas ave.
Langton, J. J. P.....	Langton & McColl,	Prov. Broker	802 Spruce st.
Lantiz, George.....			322 Pine st.
Lansing, E. W.....	Thos. Bennett & Co.,	Brokers.	3018 Locust st.
Larimore, N. G.....	Elk Valley Farming Co.,		Larimore, N. Dakota.
Larimore, Jameson.....		Farmer.	Larimore, N. Dakota.
Larsen, Chas. F.....	Fisher & Co.,	Real Estate.	714 Chestnut st.
Latal, John J.....	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James.....	Columbia Zinc Works,		Marion, Ind.
Latta, H. J.....	Maxwell & Crouch Mule Co.,		National Stock Yards.
Laughlin, J. R.....		Real Estate.	606 Fullerton Bldg.
Lawnin, Jos. D.....		Lumber.	807 N. Levee.
Leask, Arthur.....	Lake & Leask,	Commission.	6 Sherman st., Chicago.
Ledwidge, John J.....	D. P. Byrne & Co.,	Commission.	318 Cham. Com.
Lee, W. H.....	Merchants'-Laclede Nat'l	Bk., Pres.	Fourth and Olive sts.
Lee, Wm. H.....	W. H. Lee & Co.,	Wholesale Liquors.	311 N. Second st.
Leftwich, W. M.....			
Lehman, S. M.....	Lehman Bros.,	Commission.	16 William st., N. Y.
Lelong, A. A.....	Citizens' Bank,	Cashier.	New Orleans.
Lemcke, L.....	L. Lemcke & Co.,	Commission.	322 Pine st.
Lemp, Wm. J.....	W. J. Lemp Brewing Co.,	Pres't	Thirteenth and Cherokee.
Lemp, Louis F.....	W. J. Lemp Brewing Co.,	Supt.	Thirteenth and Cherokee.
Lemp, Wm. J., Jr.....	W. J. Lemp Brewing Co.,	V-Pres't.	Thirteenth and Cherokee.
Lemp, Carl A.....	W. J. Lemp Brewing Co.,	Treas.	Thirteenth and Cherokee.
Leonhardt, R. H.....	Saxony Mills,	Flour.	312 Lombard st.
Lepp, Henry.....		Flour Mill.	DeSoto, Mo.
Levy, Falk.....		Mdse. Broker.	709 Lucas ave.
Lewis, Arnold C.....	Kehlor Bros.,	Millers.	401 Chamber of Commerce.
Lewis, George H.....	Lawrenceburg Roller	Mills Co.	Lawrenceburg, Ind.
Lewis, Turner T.....			305 Wainwright Building.
Lewis, J. R.....	J. R. Lewis,	Broker.	33 Gay Bldg.
Liermann, John C.....		Feed.	3228 S. Thirteenth st.
Lightholder, W. P.....	Philibert & Lightholder,	Real Estate.	17 N. Eighth st.
Lichtner, Frank.....			1408 Union boulevard.
Lindman, Oscar F.....		Grain Com.	53 B. of T., Chicago.
Lindsay, John W.....	B. & O. S.-W. R. R.		Sixth and Olive sts.
Lindsay, W. C.....	L. H. & St. L. Ry.,	Gen'l Agent	206 N. Broadway.
Lippelt, Lewis A. J.....		Real Est. & Loans	824 Chestnut st.
Lippelt, G. H.....	G. H. Lippelt & Co.	Dry Goods.	803 Washington ave.
Liquin, K. K.....	Clinton Grain Co.		Clinton, Iowa.
Lisman, Anthony A.....	A. A. Lisman,	Bonds.	25 Broad st., New York.

Name.	Firm.	Business.	Location.
Litchfield, Parker H.	The Modern Miller Co.		57 Gay Bldg.
Little, Wm. C.	W. C. Little & Bro. Inv. Co.		213 N. Fourth st.
Little, H. J.	W. C. Little & Bro. Inv. Co.		213 N. Fourth st.
Lockwood, James Y.	Interstate Car Transfer Co.		818 Security Bldg.
Loeb, C. M.	American Metal Co., Limited,		904 Security Building.
Loewen, David.	Loewen Broom Corn & I. Co.		514 N. Main st.
Logan, Theron.	Logan & Bryan,	Commission	Chicago, Ill.
Logeman, C. A.	F. H. Logeman Chair Co.		2000 N. Main st.
Lohmann, Wm. H.		Hay and Grain	614 Ann ave.
Loneragan, T. J.	T. J. Loneragan & Co.		507 Chamber of Commerce.
Lord, John K., Jr.	R. G. Dun & Co.		314 Pine st.
Lorenz, Henry.		Farmer	Lithium, Mo.
Lothman, Wm.	Hafner-Lothman Mfg. Co.		Dook and Main st.
Louderman, John H.			510 Pine st.
Louderman, Jno. H., Jr.			510 Pine st.
Louderman, Henry B.			510 Pine st.
Louderman, H. B., Jr.	Swift & Co.,	Packers.	Nat'l. Stook Yards, Ill.
Love, John E.	Love & Sons,	Real Estate.	802 Chestnut st.
Love, Sidney C.	Sidney C. Love & Co.,	Grain, etc.	207 Cham. Com.
Lucas, James R.	J. R. Lucas & Co.,		45 Gay Building.
Lucas, John B. C.	Miller & Fairbault,	Real Estate.	709 Chestnut st.
Ludington, Elliot K.	H. & L. Chase Bag Co.		18 N. Main st.
Ludington, F. H.	H. & L. Chase Bag Co.,		18 N. Main st.
Luehrmann, Aug. F. W.	Luehrmann Bros.	Hay & Grain Co. Com.	2800 N. 2nd st.
Lueking, A. C.		Drayman	8th and Washington ave.
Lueking, H. A.			1404 Mullanphy st.
Lumaghi, Joseph D.	Lumaghi Coal Co.		411 Olive st.
Lungstras, Eugene	Lungstras Dyeing & Cleaning Co.		1800 Park ave.
Lusk, Isaac P.	Diamond Joe Line,	Steamboat Agt.	Foot of Wash'n ave.
Luth, Fred L.			2247 Jules st.
Lyle, Hugh Ranken.	Miss. Val. Trust Co.,		Fourth and Pine sts.
Mack, Henry W.	Connor Bros. & Co.,	Commission.	46 Gay Building.
Mackey, John.	W. B. Harrison Grain Co.		52 Gay Bldg.
Macy, E. F.	Star Egg & Cold Storage Co.,	Sec'y and Treas.	509 N. Main st.
Maffitt, Wm. C.			519 Security Building.
Maginn, James P.		Lawyer.	421 Olive st.
Maguire Chas. J.	Maguire Coal Co.,		210 Mermod & Jacquard Bldg.
Maguire, Louis T.	Oriel Glass Co.		105 N. Eighth st.
Mallinckrodt, Edw.	Mallinckrodt Chem. Wks., Mfg. Chem.		Mallinckrodt & 2d.
Mann, T. L.	H. Griesedieck & Co.,	Malsters.	1134 S. Twelfth st.
Manewal, Aug.		Deceased	
Marbes, C.	Eau Claire-St. Louis	Lumb. Co.	2505 S. Broadway.
Markham, G. D.	W. H. Markham & Son,	Insurance.	906 Century Bldg.
Markle, C. N.	Markle Lead Works,		720 Rialto Building.
Marks, David A.	Stobie Cereal Mills,	Macaroni & Verm.	711 N. Second st.
Marks, John J.	Stobie Cereal Mills,		711 N. Second st.
Marquis, P. S.	S. E. Barrett Mfg. Co.,	Gravel Roofing	109 N. Ninth st.
Marshall, Ben F.	Ben F. Marshall & Co.,	Grain.	Blodgett, Mo.
Marshall, F. E.	Nat'l Bank of Commerce,		Broadway and Olive st.
Marshall, J. D.	J. D. Marshall Livery Co.		1028 N. Vandeventer ave.
Marshall, S. T.	G. L. Graham & Co.,	Grain.	301 Cham. Com.
Marshall, W. J.	Connery Com. Co.		413 Cham. Com.
Martin, C. T.	W. C. Lamping Grain Co.		212 Cham. of Commerce.
Martin, M., Jr.	Jos. Glaser & Son,		317 Olive st.
Martin, Thos. King.	W. L. Green Com. Co.		62 Laclede Building.
Mason, Geo. M.	Traders Despatch,		505 Houser Bldg.
Mason, Isaac M.			507 Commercial Bldg.
Massengale, John E.	St. Louis & Tenn. Riv. Pack. Co., Sec.		Foot of Pine st.
Massman, Geo. F.	Carondelet Milling Co.		7020 S. Broadway.
Matthews, Geo. T.	Geo. T. Matthews & Co.,	Oils, etc.	806 N. Fourth st.

Name.	Firm.	Business.	Location.
Maune, Aug.		Real Estate.	2502 Hebert st.
Maune, Leonard.		Confectioner.	927 N. Sarah st.
Maxon, John H.			4386 Westminster pl.
Mayer, Fred.	Mayer F. & J. Co.,	Fertilizers.	1020 N. Twelfth st.
Maynard, J. F.	Ice Machines,		320 S. Third st.
Meek, A. J.	A. J. Meek Milling Co.,	Millers.	Marissa, Ill.
Meek, William E.	A. J. Meek Milling Co.		Marissa, Ill.
Megginson, L. M.	Red Line,	Agent.	Fourth and Chestnut sts.
Meier, Theo. G.	Heine Safety Boiler Co.,		707 Commonwealth Trust Bldg.
Meier, Louis J.	Brockmeier & Co.,	Commission.	118 S. Main st.
Mephram, Geo. S.	G. S. Mephram & Klein,	Colors, etc.	Levee and Sidney sts.
Mephram, Hampden D., Jr.		Exporter.	519 Lincoln Trust Bldg.
Merrell, H. S.	J. S. Merrell Drug Co.		Fourth and Market sts.
Merriam, Nathan	Haines & Merriam,	Grain.	Omaha, Neb.
Mertz, Jacob W.			1025 N. Third st.
Messery, S. A.		Live Stock.	Union Stock Yards.
Messmore, John L.	Ballard, Messmore &	Co., Commission.	520 Cham. of Com.
Meyer, Adolph A.	Meyer Supply Co.,	Brewers' Supplies.	22 S. Main st.
Meyer, Edwin J.	Wash'n Mut. Fire	Ins. Co.	421 Olive st.
Meyer, Ferd P.	John F. Meyer & Sons,	Miller.	174 Laclede Building.
Meyer, George F.	St. Louis Cooperage Co.,		Main and Arsenal sts.
Meyer, John P.	John P. Meyer & Co.,	Brokers.	411 Olive st.
Meyer, Herman J.	Jno. F. Meyer & Son,	Flour.	Springfield, Mo.
Meyer, C. H.	C. H. Meyer & Co.,	Hay and Grain.	1109 Cass ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.,	Druggists.	Fourth st. & Clark ave.
Meyer, F. Heinrich	Brinckmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meyer, John F.	John F. Meyer & Son,	Millers.	174 Laclede Building.
Meyer, Peter H.	Peter H. Meyer & Son,	Feed.	1308 N. Ninth st.
Meyer, Chas. W.	St. Louis Brewing	Ass'n.	1724 Lafayette ave.
Meyer, Wm. A.	Jno. P. Meyer & Co.,	Brokers.	411 Olive st.
Michael, Martin	Michael Transportation Co.,	Transportation.	2451 Kosciusko st.
Michaelis, Ernst		Stocks and Bonds	304 N. Fourth st.
Midlam, W. T.	Empire Line,		Fourth and Chestnut sts.
Miller, Aug.	Miller Grain & Elevator Co.,		33 Gay Bldg.
Miller, D. C.			4541 Maryland ave.
Miller, W. A.	W. A. Miller & Co.,	Feed.	1417 N. Broadway
Milleson, C. D.	C. D. Milleson & Co.,	Hay and Grain.	East St. Louis, Ills.
Milliken, B. H.			322 Pine st.
Milliken, John T.	John T. Milliken & Co.,	Mfg. Chemists.	943 Chouteau ave.
Miner, F. J.	Cella Com. Co.,	Broker.	Fourth and Pine st.
Minor, Wm. H.	Burlington Elevator,		64 Laclede Bldg.
Mitchell, W. R.		Broker.	118 N. Fourth st.
Mittler, John G.	John Wahl Com. Co.,	Commission.	Main and Market sts.
Moerschel, Jacob	Spring Brewing Co.		Sarah st. and Wabash tracks.
Moffett, L. A.	Moffett & Francisus,	Real Estate.	703 Chestnut st.
Moffitt, Charles S.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Moffitt, N. L.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Mohlenbrock, Malto.	Mohlenbrock Milling	Co.	Campbell Hill, Ill.
Mouteith, Geo. F.			
Moore, Milton J.	Cory-Lauterman	Asphalt Co.	206 Walnut st.
Moore, S. D.		Stock.	Fidelity, Ill.
Morehouse, K. C.	Floyd J. Campbell Co.		Board of Trade, Omaha
Morgan, Geo. H.	Merchants' Exchange,	Secretary.	Merchants' Exchange.
Morgan, Arthur R.		Broker.	400 Cham. Com.
Morrison, Chas.		Attorney.	Waterloo, Ill.
Morrison, Thomas.	Morrison Tent & Awning Co.		115 Olive st.
Morrison, Robt. W.	R. W. Morrison Const. Co.,	Builders.	113 N. Elghth st.
Morrison, Fred.	Morrison Bros.,	Live Stock, etc.	Ramsey, Ills.
Morrissey, John F.	J. B. Buss Mills,		3825 Franklin ave
Morse, Samuel S.	Morse Bros.,	Commission.	400 N. Second st
Morton, Claude A.	Morton & Co.,	Commission.	509 Cham. of Com
Morton, T. B.	Morton & Co.,	Commission.	509 Cham. of Com
Moser, Leo	Moser Hotel,	Hotel.	809 Pine st
Mudge, Geo.	D. R. Francis & Bro. Com.	Co.	214 N. Fourth st
Mueller, A.	Buschman-Mueller Com. Co.		119 Cham. Com.

Name	Firm.	Business.	Location.
Mueller, Henry.....		Deceased	
Mueller, Theo.....			6647 S. Seventh st.
Mueller, William G.....	Wm. G. Mueller	Produce Co.	2nd & Washington ave.
Mulcahey, Morris.....		Teamster	19 N. Main st.
Mulcahy, Patrick.....		Builder	8216 St. Louis ave.
Mulford, W.....	W. Mulford & Co.,	Brokers	311 Pine st.
Mullally, Dan'l. S.....	Langenberg Bros. &	Co., Commission	417 Cham. of Com.
Mullally, John.....	Jno. Mullally Com. Co.		406 Chamber of Commerce
Mullally, Martin J.....	Jno. Mullally Com. Co.		406 Chamber of Commerce
Mullally, Jno. D.....	Ballard, Messmore &	Co., Commission	520 Cham. of Com.
Mullally, Joseph J.....			33 Gay Bldg.
Munday, C. B., Jr.....	Munday-Settlemire Co.,	Grain	Litchfield, Ills.
Munson, Tracy.....	The N. K. Fairbanks Co.		Third and Convent sta.
Murdoch, Wm., Jr.....	H. & L. Chase Bag Co.		18 N. Main st.
Murphy, Daniel J.....	S. H. Woodbury & Co.,	Grain, etc.	240 LaSalle st., Chicago.
Murphy, Jeremiah.....		Pork Packer	2315 Morgan st.
Murphy, P. C.....	P. C. Murphy Trunk Co.,	Trunks	504 N. Third st.
Murphy, J. L.....		Grain	Pinckneyville, Ill.
Murrie, L. M.....	Farmers Grain Co.		Metropolis, Ills.
Myers, E. M.....	Geo. Taylor Commission Co.		100 S. Main st.
Myerson, Samuel F.....		Printing	Third and Chestnut sta.
Myerson, G. S.....	St. Louis Dressed Beef Co.		8911 Papin st.
Mynders, Arnold H.....	Rogers Salt Co.,	Salt	220 Pine st.

McAllister, R. S.....	American Refrigerator	Transit Co.	Century Building.
McAllister, John.....			5864 Von Versen ave.
McBlair, Wm.....		Manfs. Agent	1006 Chemical Bldg.
McCarthy, H. T.....	General Chem. Co.,	Chemicals	136 Adams st., Chicago
McCaull, J. L.....	The McCaull-Webster	Grain Co.	Minneapolis, Minn.
McChesney, W. S., Jr.....	Terminal R. R. Assn.,	V. P. and G. M.	Union Station.
McClellan, C. W.....	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClelland, Frank M.....	Andrews & McClelland,	Hay and Grain	4060 Easton ave.
McClellan, Frank P.....	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, J. S.....	Eaton, McClellan & Co.,	Commission	19 N. Main st.
McClellan, Thos. G.....	N. C. & St. L. Ry.		Bank of Commerce Bldg.
McCluney, John H.....	State Nat'l Bk. of St. L.,	2nd V.-P.	Fourth and Locust sta.
McClung, James.....	Vandalla Line,	Contracting Agt.	802 Century Bldg.
McClure, C. E.....	Lake Shore F. F. Line,	Agent	414 Rialto Building.
McCormick, Wm. H.....	Bemis Bros. Bag Co.		601 S. Fourth st.
McCoy, J. C.....	Mound City Coupe, Livery and M. Co.		8420 Lindell ave.
McCoy, Wm. C.....	St. Louis Victoria Flour	Mills	Main and Mound sta.
McCully, Wm.....			
McDonald, B. P.....		Farmer	Fort Scott, Kan.
McGeary, Lewis I.....	Billon-Crandall-McGeary	B. and S. Co.	421 Olive st.
McGehee, Jas. Stewart.....	W. L. Green Com. Co.		62 LaClede Bldg.
McGrath, James F.....	Cumberland Gap	Despatch, Agent	206 N. Broadway
McGrew, Geo. S.....	Geo. D. Barnard & Co.,	Blank Books	LaClede & Vandeventer
McGroarty, Edw. J.....	Brady & McGroarty,	Public Weighers	Second and Tyler
McIntyre, Geo.....		Insurance	220 Mo. Trust Building.
McKeen, M. M.....	M. M. McKeen & Co.,	Butter and Cheese	6 N. Second st.
McLain, J. T.....	McLain-Alcorn Com. Co.		701 N. Third st.
McLure, C. D.....		Capitalist	608 Security Bldg.
McMahan, J. H.....	J. H. McMahan & Co.,	Brokers	201 N. Second st.
McManama, M. G.....			
McMorrow, P. J.....	A. Geisel Mfg. Co.		219 S. Second st.
McNair, L. G.....	McNair, Harris & Jones,		Eighth and Locust sta.
McNeiley, J. A.....	J. A. McNeiley & Son,	Live Stock	Union Stock Yards.
McPheeters, T. S.....	McPheeters' Wareh. Co.		1104 N. Levee
McReynolds, Geo. S.....	McReynolds & Co.,	Grain	Security Building.
McSorley, B. J.....		Broker	215 Chamber of Commerce

Name.	Firm.	Business.	Location.
Nagel, Charles.....	Finkelburg, Nagel &	Kirby, Lawyer.....	Security Bldg.
Nagle, Richard.....		Teamster.....	205 Pine st.
Nanson, Joseph S.....	Nanson Commission	Co.....	202 Chamber of Commerce.
Napier, Robert C.....	Hubbard & Moffitt,	Commission.....	322 Pine st.
Nasse, August.....		Wholesale Grocer.....	209 N. Second st.
Neale, Charles T.....	Edward Elsworth & Co.	.....	The H. O. Co., Buffalo, N. Y.
Nedderhut, A.....			8003 Lafayette ave.
Nedderhut, C. Otto.....			8003 Lafayette ave.
Neilson, H. W.....	Campbell Paint & Glass	Co.....	Main and Gratiot sts.
Nelson, J. M., Jr.....	L. C. Nelson &	J. M. Nelson, Jr.....	Equitable Building.
Nelson, L. C.....	L. C. Nelson &	J. M. Nelson, Jr.....	Equitable Bldg.
Nesmith, F. H.....	Southern Ry.,	Soliciting Agent.....	4th and Chestnut.
Neuhoff, Hector.....		Lawyer.....	52 Laclede Bldg.
Newell, James P.....	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Newell, Joseph T.....	Victoria Flour Mills,		Main and Mound sts.
Nichols, R. M.....		Lawyer.....	421 Olive st.
Nicholls, Chas. C.....	Nicholls-Ritter Realty	Co.....	713 Chestnut st.
Nicholson, John.....	Washburn-Crosby Co.,	Flour.....	222 Granite Bldg.
Nickerson, John.....	Nat'l Bk of Commerce,	2d V-Pres't.....	Broadway and Olive.
Nicolaus, Henry.....	Green Tree Brewery Co.,	Superintendent.....	Ninth and Sidney.
Niedringhaus, Alex.....	St. Louis Press Brick	Co.....	Equitable Bldg.
Niedringhaus, Thos. K.....	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, F. G.....	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Wm. F.....	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Geo. W.....	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niemann, G. A.....	Kohl & Niemann,	Grocer.....	Venice, Ill.
Niemeyer, Chas. L.....	Schultz & Niemeyer,	Commission.....	Levee and Madison sts.
Niese, Julius.....	Niese Grocer Co.,	Grocer.....	27 S. Main st.
Nobbe, Chas. H.....	Nobbe Bros.,	Grain.....	Farmersville, Ill.
Nobbe, Fred.....	Geo. Henseler Oil Co.		8 S. Main st.
Noble, John W.....	Noble & Shields,	Lawyer.....	614 Rialto Building.
Noel, Henry G.....	Noel-Young Bond & Stock	Co., Bankers.....	304 N. Fourth st.
Noel, Henry M.....	Noel-Young Bond & Stock	Co., Banker.....	304 N. Fourth st.
Nolan, W. T.....	C. P. Burr & Co.,	Commission.....	324 Rialto Building.
Nolker, W. F.....	Brinkworth & Nolker	Brew. Co.....	1714 Cass ave.
Northrop, Reid.....	Am. Ref. Trans. Co.,	President.....	Century Bldg.
Northrop, Sanford.....	Am. Ref. Trans. Co.,		Century Building.
Norton, J. Henry.....	Norton & Switzer,	Grain.....	3 Bd. of Trade, Chicago.
Noyes, Wm. A.....		Insurance.....	964 Century Bldg.
Nurre, Frank.....	F. Nurre & Bro.,	Feed.....	1615 Market st.

Obert, Louis.....	Louis Obert Brewery,	Brewers.....	Twelfth and Lynch sts.
Obert, Louis, Jr.....	Louis Obert Brewery,	Brewers.....	Twelfth and Lynch sts.
O'Brien, John.....	John O'Brien Boller	Works Co.....	11th and Mullanphy sts.
Ocker, Henry W.....		Insurance.....	Chemical Bldg.
O'Connor, P. J. J.....	O'Connor & Co.,	Market Reporter.....	216 Market st.
O'Connor, P. J. J., Jr.....			
O'Donnell, Hugh.....	Napoleon Hill Cotton	Co.....	1168 Main st.
O'Donnell, John.....	Jno. O'Donnell & Bro.,	Contractors.....	1912 Carr st.
O'Donnell, Patr'k.....	Jno. O'Donnell & Bro.,	Contractors.....	5015 Raymond.
Oehler, Emil.....	Ill. Hydraul. Press Brick Co.,	Gen. Mgr.....	Mo. Trust Building.
Oetgen, Fred.....	E. O. Standard Milling Co.,	Teamster.....	Main and Dickson sts.
Oetgen, George H.....	Broadway Hay &	Grain Co.....	2204 N. Broadway.
O'Reilly, Robert J.....		Physician.....	602 N. 17th st.
O'Reilly, Andrew J.....	Supervisor City	Lighting.....	City Hall.
O'Rourke, Jno. J.....	John Mullally Com. Co.		405 Cham. of Com.
Orr, Ed. S.....			324 Rialto Bldg.
Orthwein, W. J.....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.
Orthwein, Chas. C.....	C. F. Orthwein's Sons,	Commission.....	107 N. Third st.

Name.	Firm.	Business.	Location.
Orthwein, Ralph H.	Sempire Clock Co.		1308 N. Sixteenth st.
Orthwein, W. D.	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, F. C.	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, Edgar T.	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, Max R.	Sempire Clock Co.		1308 N. Sixteenth st.
Orthwein, W. E.	Orthwein Inv. Co.	Stocks & Grain	Security Bldg.
Orvis, Frank E.	Orthwein Investment Co.		Security Bldg.
Orvis, Otto A.	Bartlett Com. Co.		508 Chamber of Commerce.
Ostermayer, Philip		General Store	4419 Washington ave.
Ostermayer, Geo.			8022 N. Broadway.
O'Toole, Wm.	John Mullally Com. Co.		408 Chamber of Commerce.
Overall, John H.		Lawyer	122 Laclede Building.
Overstolz, Herman		Foreign Banker	108 N. Broadway.
Owings, Zebulon P.	O'Connor & Co.	Market Reporter	216 Market st.

Paddock, Galus	Paddock-Hawley	Iron Co.	Tenth and Spruce sta.
Panhorst, J. C.			Staunton, Ill.
Parker, Wm. F.			
Parkhurst, W. A. S.	The N. K. Fairbanks	Co.	1114 S. Third st.
Parrott, James D.			409 Cham. Com.
Pasquier, A. G.	A. G. Pasquier & Co.	Insurance	949 Century Bldg.
Parsons, Charles	State Nat'l Bk. of St. L.	President	Fourth and Locust sts.
Paschedag, William		Deceased	
Paule, Edwin J.	D. Paule Mercantile Co.		7700 Ivory ave.
Paule, Herman		Feed	117 Blow st.
Pechmann, Julius	Pechmann Bros.	Confectioners	4291 Olive st.
Peck, Charles L.	N. Y. Life Ins. Co.		210 Rialto Bldg.
Peck, Edward P.	Omaha Elevator Co.		811 S. Thirteenth st., Omaha, Neb.
Peck, Stephen	Stephen Peck & Bro.		227 Lincoln Trust Bldg.
Peckham, O. H.	O. H. Peckham Candy	Mfg. Co.	Seventh and Spruce sta.
Pennleton, R. J.	McReynolds & Co.	Elevator	820 Security Bldg.
Penningsroth, Henry G.	South St. Louis	Nursery	4125 Prairie ave.
Penny, Joseph L.	Terminal R. R. Assn.	Com'l Agent	120 Rialto Bldg.
Peper, Christian		Tobacco	727 N. Main st.
Perrin, John D.	Fyffe Bros. & Co.	Grain	58 Gay Building.
Peters, F. W.	Peters Dry Goods Co.		2804 N. Fourteenth st.
Petersen, Julius	Jul. Peterson Com. Co.		709 Carroll st.
Petri, T. F.	Thos. Akin,	Com.	208 Chamber of Commerce.
Petri, Arthur C.			211 Chamber of Commerce.
Petring, Geo. H.	Henry Petring Groc. Co.	Wholesale Grocers	721 Spruce st.
Pettit, James	Peavey Grain Co.		Board of Trade, Chicago.
Peugnet, Ernest	Peugnet & Hemenway,	Insurance Agent	902 Century Bldg.
Pfeffer, E. S.	Pfeffer Milling Co.		Lebanon, Ill.
Phelps, H. W.	K. C., St. L. & C. R. R. Co.		310 Commercial Bldg.
Phillips, R. F.	R. F. Phillips & Co.	Cotton Brokers	106 Walnut st.
Phinney, H. R.		Deceased	
Picher, O. H.	Picher Lead Co.		Joplin, Mo.
Picher, W. H.	Picher Lead Co.		Joplin, Mo.
Picker, Erich	Picker & Beardsley,	Commission	118 N. Main st.
Pickel, W.	Pickel Marble & Granite Co.		1901 N. Broadway.
Pierce, Henry B.	A. D. Pierce's Sons,	Grain	Golconda, Ill.
Pierce, H. C.	Waters Pierce Oil Co.	Oils	Vandeventer place.
Pierce, Wm. B.	Alton Roller Milling Co.		Alton, Ill.
Pindell, Wm. H.	Pindell Bros. & Co.	Millers	Hannibal, Mo.
Pingree, Samuel S.	F. C. Taylor & Co.	Commission	204 N. Main st.
Pittman, Trabue	Woodward & Tiernan	Ptg. Co., Solicitor	309 N. Third st.
Plant, Alfred	Plant Seed Co.	Seeds	814 N. Fourth st.
Plant, F. S.	Plant Seed Co.	Seeds	814 N. Fourth st.
Plant, George H.	Geo. P. Plant Mill. Co.	President	502 Chamber of Com.
Plant, Samuel	Geo. P. Plant Mill Co.		502 Chamber of Commerce.
Platt, P. C.	Platt & Thornburgh Paint	Co.	Seventh and Franklin ave.

Name.	Firm.	Business.	Location.
Platt, Chas. R.	Platt & Thornburgh	Paint Co.	620 Franklin ave.
Poland, A. A.	Ontario Despatch.	Agent	102 N. Fourth st.
Pomeroy, E. A.			4210A Morgan st.
Pommer, Robert	D. I. Bushnell & Co.,		1-5 N. Second st.
Pope, Edmund O.	Jones-Pope Produce	Co.	917 N. Fourth st.
Pope, Wm. S.		Lawyer.	3625 Lindell ave.
Pope, John J.	Siemers & Chisholm,		300 Chamber of Commerce.
Pope, Chas.	Chas. Pope Glucose Co.,		Chicago, Ill.
Porteous, W. M.	Can. Pac. Despatch,	Agent.	125 Chamber of Commerce.
Porter, John C.	Hope Mining Co.,	President.	77 LaCade Building.
Post, Lewis W.	Blackmer & Post,	Sewer-Pipe Co.	Sixth & Locust sts.
Postel, Julius	Postel Milling Co.,		Mascoutah, Ill.
Postel, George	F. H. Postel Mill. Co.,		Mascoutah, Ill.
Potter, Henry S.			Rialto Bldg.
Powell, D. R.	Carroll & Powell Insurance	Agency Co.	115 N. Third st.
Powell, George F.	Connor Bros. & Co.,	Commission.	Gay Building.
Powell, Willis J.	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Powell, Willis J., Jr.			3108 Morgan st.
Powell, W. W.	Sherry-Bacon Grain Co.		213 Cham. Com.
Powers, Wm. F.	Geo. P. Plant Mill Co.,		Main st. and Chouteau ave.
Prante, C. F.	Prante & Meyer,	Hay and Grain.	214 Lesperence st.
Price, J. Boyle	St. Louis Transit Co.		3869 Park ave.
Price, Thos. E.	T. E. Price & Co.,	Commission.	111 N. Third st.
Price, Burtis		Commission	300 N. Third st.
Priesmeyer, W. H.		Salt.	1003 Carr st.
Pringle, Robert.	Pringle & Browning,	Commission.	4 Bd. of Trade, Chicago
Prough, Peter.	D. Prough & Son,	Feed	Kirkwood, Mo.
Prunty Chas. E.		Grain and Grass Seed.	1 S. Main st.
Puff, Fred.	Brosseau & Co.,		111 N. Third st.
Putnam, Lyman W.	Terminal R. R.	Assn.	120 Rialto Building.

Quesnel, Chas. J. Chris. Sharp Com. Co., 202 N. Main st.
 Quinlivan, Sol. J. Sol. J. Quinlivan & Sons, Grain and Produce. 4469 W. Belle Pl.
 Quinlivan, Jno. R. Sol. J. Quinlivan & Son 800 S. Theresa ave.
 Quinlivan, James F. Jas. F. Quinlivan & Bro., Grain, etc. 800 S. Theresa ave.
 Quinette, Oliver. Sam'l Cupples Woodenware Co. 7th & Spruce sts.

Rae, Wm. J. Jno. E. Hall Com. Co. 418 Chamber of Commerce.
 Ramsay, W. A. Union Stock Yards, Manager. Foot of Breman ave.
 Randall, B. F. Cotton. 112 S. Main st.
 Randall, Blanchard. Gill & Fisher, Grain. Baltimore, Md.
 Ranken, Robert. Real Estate. 1516 Locust st.
 Rassfeld, A. A. Rassfeld & Co., Wholesale Liquors. 222 Market st.
 Rasseleur, Leo. Attorney. 406 Market st.
 Rauh, Chas. H. Rice, Stix & Co., Dry Goods. 10th st. & Washington av.
 Rawlings, E. W. Altheimer & Rawlings, Bonds and Stocks. 215 N. Fourth st.
 Reardon, James A.
 Reardon, Jno. J. Noonan Real Estate Co. 704 Chestnut st.
 Reber, H. Linton. Kinloch Telephone Co., Secretary. Century Bldg.
 Rebstock, Charles. Chas. Rebstock & Co., Wholesale Liquors. 200 S. Main st.
 Redemeyer, W. H. Jr. Redemeyer & Hollister Com. Co. 1107 N. Third st.
 Regel, Charles. Regel Flour Co. 833 N. Third st.
 Rehbein, Albert A. H. A. Rehbein & Co., Commission. 105 N. Main st.
 Reller, August F. A. F. Reller & Son, Groceries and Feed. 3533 N. Broadway
 Reynolds, Alfred C. Commission. 510 Houser Bldg.

Name.	Firm.	Business.	Location.
Reynolds, Walter H.	Bemis Bros. Bag Co.		601 S. Fourth st.
Rice, Thomas A.	Rice-Dwyer Real Est. Co.		822 Chestnut st.
Rice, E. P.	Andrews, Rice & Co., Real Estate		906 Chestnut st.
Richardson, Arthur P.	Richardson Com. Co.		53 Gay Building.
Richardson, R. D.	Richardson & Co., Grain.		370 Bd. of Trade, Chicago.
Richeson, Thomas	Deceased		
Richmond, Manley G.	Shaw & Richmond Produce Co.		829 N. Third st.
Ring, John	Provision Broker		106 Gay Building.
Ring, John, Jr.	John Ring, Provisions.		106 Gay Building.
Ring, Vincent P.	Christy Fire Clay Co.		Morganford rd. and Gravois ave.
Rippe, Charles	Chas. Rippe Tent & Duck Co.		19 S. Fourth st.
Robbins, James Monroe	Farmer		New Madrid, Mo.
Roberts, Geo. N.	Bemis Bros. Bag Co.		601 S. Fourth st.
Robertson, Wm. P.	Robertson Printing Co.		312 Vine st.
Robinson, Geo.	Marcus Bernheimer Milling & Mero. Co.		208 N. Fourth st.
Robinson, Geo. R., Jr.	Robinson, Danforth & Co., Milling		8th and Gratiot sts.
Robyn, Paul	Roeslein & Robyn, Insurance		801 Century Bldg.
Roeder, Fred'k J.	Miller Bros. & Co., Commission		932 N. Third st.
Roeder, Charles	Chas. Roeder & Co., Butter and Cheese		821 N. Third st.
Roederer, E. L.	C., C., C. & St. L. Ry., Gen'l Agent		Rialto Building.
Roederer, F. X.	Terminal R. R. Assn., Agent		Eleventh and Poplar sts.
Roemheld, Wm.			1131 Morrison ave.
Roennigke, Fred.	Thyson Commission Co.		105 Chamber of Commerce.
Roever, John C.	Jno. C. Roever & Co., Feed		4101 Natural Bridge Road.
Rogers, Albert Jackson	Rogers Salt Co.		220 Pine st.
Rooke, Wm. A.	Logan & Bryan, Broker		210 Chamber of Commerce.
Roos, Louis	Great Western Feed Co.		818 Manchester ave.
Roos, Sol.	American Metal Co., Limited		904 Security Building.
Roper, John S.	Grafton Quarry Co.		415 Locust st.
Rose, Hugh C.	Rose & Parle, Brokers		307 Pine st.
Rosenberg, G.			315 Olive st.
Ross, Jacob	Mound City Distilling Co.		2118 S. Second st.
Rotet, W. H.	Fulton Bag and Burlap Co.		612 S. Seventh st.
Rotty, E. J.	E. J. Rotty & Co., Feed		Seventh st. and Russell ave.
Rowe, B. J.	Illinois Central R. R., Commercial Agt.		308 N. Broadway.
Rowell, Clinton	Lawyer		814 Rialto Building.
Rubins, Charles Curtis	Rubins Bros. Com.		Produce Ex., New York
Rump, Aug.	Merchants' Exchange Flour Inspector		4 N. Second st.
Rump, Herman A.	P. P. Williams Grain Co.		408 Cham. of Com.
Rumsey, Moses	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Rumyan, Van L.	Fourth National Bank, Asst. Cashier		222 N. Fourth st.
Ruprecht, Jos.	Ruprecht & Borgmeyer, Exp. and Mess.		218 Morgan st.
Ruprecht, W.	W. & F. Ruprecht, Gen'l Contractors		6731 S. Broadway
Ruxton, Robert	Ruxton & Co., Grain		Miami, Mo.
Ryan, M. J.	Mining Securities Co., Pres. and Treas.		Commercial Bldg.
Ryan, John F.			413 Cham. of Com.
Ryan, Frank K.	Lawyer		506 Olive st.
Ryan, Wm. H.	Gallaher, Limited, Leaf Tobacco		Henderson, Ky.
Ryan, Wm. F.			111 Chamber of Commerce.
Ryoroff, Herbert E.	Bartlett, Frazier & Co., Grain		128 Jackson blv., Chicago

Saeger, Wm.	Feed Store	2919 N. Broadway.
Sale, S. B.	Sale Commission Co.	2610 Park ave.
Sampson, C. H.	Nonotuck Silk Co.	Tenth and St. Charles sts.
Samuel, Aderton	W. D. Orthwein Grain Co.	302 Cham. of Com.
Samuel, Web. M.	United Elev. & Grain Co., Supt.	516 Cham. of Com.
Samuel, Ed. M.	Adams & Samuel, Com.	100 Rialto Bldg., Chicago.
Samuel, Wm. P.	Ass't City Treasurer	City Hall.
Sander, Enno	Enno Sander Mineral Water Co.	125 S. Eleventh st.
Sander, Albert E.	Grocer and Feed	3772 S. Broadway.

Name.	Firm.	Business.	Location.
Sands, James T.			510 Pine st.
Sanford, J. W.	Milmaine, Bodman & Co.		Chamber of Commerce.
Sartorius, Peter	Sartorius Prov. Co.,		2784 Arsenal st.
Sauer, Nicholas	Sauer Milling Co.		Evansville, Ill.
Sauer, Philip E.	Sauer Milling Co.		Evansville, Ill.
Saunders, Parker		Broker.	Gay Building.
Sayers, Geo. N.		Provisions.	116 N. Fourth st.
Sayers, Henry	Henry Sayers & Co.,		412 Cham. Com.
Saylor, H. N.	H. N. Saylor Cooperage Co.,	Staves and Heading	167 S. 16th st.
Schaeffer, Geo.	Schaeffer Bros. & Powell,	Soap and Candles	325 N. Second st.
Schaeffer, Jacob	Schaeffer Bros. & Powell,	Soap and Candles	325 N. Second st.
Scharff, Adolph	L. & A. Scharff,	Liquors	20 S. Main st.
Scharff, Edward E.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, L.	L. & A. Scharff,	Liquor	20 S. Main st.
Scharff, M.	Bernet, Craft & Kauffman	Milling Co.	511 Cham. Com.
Scharff, Nicholas	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, Sidney N.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharringhausen, W. C.	Fred. Diekmann	Feed Co., Feed	2313 S. Broadway.
Schawacker, C.		Livery	414 S. Third st.
Scheitlin, Chas.	Scheitlin & Hoffman,		820 N. Third st.
Schenkel, Henry	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaefly, F.	Aviston Milling Co.		Aviston, Ills.
Schlueter, Fritz		Teamster	816 Montgomery st.
Schmidt, O. M.			
Schmidt, E. H.			1211 Morrison ave.
Schmitt, Henry	Hope Mut. Ins. Co.,	Secretary	Granite Bldg.
Schmith, Albert L.	Kehlor Milling Co.		Kansas City, Mo.
Schnell, J. R.			Harrisonville, Mo.
Schoen, Isaac A.			214 N. Main st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	1440 N. Main st.
Schoening, Edw. F.	Columbia Star Milling	Co.	Columbia, Ill.
Schollmeyer, Christian	Hassendeubel Bro.,	& Co., Commission	2nd & Chestnut.
Schopp, Jacob	Jacob Schopp & Bro.,	Produce Co.	721 N. Third st.
Schopp, Conrad	Conrad Schopp Fruit Co.		Third and Wash st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Commission	118 Vine st.
Schorr, Jacob B.	C. G. Stifel Brew. Co.,		1911 N. Fourteenth st.
Schreiner, Francis L.	Schreiner-Flack	Grain Co.	116 N. Fourth st.
Schreiner, Jacob	Schreiner-Flack Grain	Co., Commission	116 N. Fourth st.
Schroth, Peter A.		Insurance	944 Century Bldg.
Schuetz, John G.		Wine Grower	Stratmann, Mo.
Schuelte, Henry E.	G. J. Schuelte & Co.,	Commission	507 Cham. of Com.
Schuelte, John J.	Geo. J. Schuelte & Co.,	Commission	507 Cham. of Com.
Schultz, Henry	Schultz & Niemeyer,	Commission	Levee and Madison sts.
Schultz, Chas. O.	C. F. Orthwein's Sons,	Commission	107 N. Third st.
Schulz, John, Jr.	Schulz Bros.,	Feed	Webster Groves, Mo.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,		702 N. Third st.
Schurmann, Henry	Hanover-Star	Milling Co.	Germantown, Ill.
Schwaebe, E. F. W.	W. J. Lemp Brewing	Co.	3401 S. Thirteenth st.
Schweickardt, Chas.		Caterer.	Forest Park.
Schwidde Henry		Feed	2515 N. Fourteenth st.
Scott, Robt. E.		Broker	322 Pine st.
Scott, W. S.	Mo. and Ill. Coal Co.		805 Mermod-Jaccard Bldg.
Scotten, Samuel C.	J. F. Harris & Co.,	Commission	Bd. of Trade, Chicago
Scruggs, C. O.			508 Mo. Trust Building.
Scruggs, R. M.	Scruggs, Vandervoort &	Barney D. G. Co.	Broadway & Locust.
Soudder, Charles	Soudder-Leesburg Shoe	Co.	4333 Warne ave.
Soudder, John A.			604 Security Building.
Scullin, John	Wiggins Ferry Co.,	President	915 Security Building.
Sears, W. H.	Nathan Cole Inv. Co.,	Sec'y	722 Mermod & Jaccard Bldg.
Sears, Gilbert	Advance Elevator,	Superintendent	400 Cham. of Com.
Seaver, James E.	Midland Elevator Co.		Kansas City, Mo.
Sebastian, Henry W.	Miss. Val. Elev. &	Grain Co.	Madison st. and Levee.
Seele, F. W.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Sehlinger, Anton	Sehlinger Grain Co.,		Belleville, Ill.
Sellner, A. C.	Steinwender & Sellner,	Liquors	117 S. Broadway.

Name.	Firm.	Business.	Location.
Senter, Charles Parsons	Senter Com. Co.		25 S. Third st.
Senter, John A.	Senter Commission Co.		Third and Walnut sts.
Sessinghaus, T. W.	Western Refrigerator	Transit Co.	453 Century Bldg.
Sessinghaus, Wm.			2924 St. Vincent ave.
Sexton, Henry D.	Southern Illinois Nat'l	Bank, President.	East St. Louis, Illa.
Seybt, Charles H.	Highland Milling Co.		162 Laeade Bldg.
Shapleigh, A. L.	Norvell-Shapleigh Hardware Co.		4th & Washington ave.
Sharp, James.		Provision.	411 Fullerton Bldg.
Shea, Thos. F.	Plant System		206 Houser Bldg.
Shedd, O. C.		Deceased.	
Sheehan, Robt. D.	Rombotis-Sheehan	Tailoring Co.	1418 Olive st.
Sherry, Josiah E.	Sherry-Bacon Grain Co.		218 Cham. of Com.
Shields, George H.	Noble & Shields,	Lawyer.	Rialto Building.
Shirmer, Philip F.			1107 Tyler st.
Shotwell, E. O.			
Sickel, John T.	Sickel Bros., S. S. & Ins.	Agents.	234 LaSalle st., Chicago, Ill.
Siegel, Emil.	Belleville Dist. Co.	Distiller.	Belleville, Ill.
Siemers, Geo. F.	Siemers & Chisholm,	Commission.	300 Cham. of Com.
Sieving, Fred A.	L. Lemcke & Co.,	Commission.	322 Pine st.
Sieving, C. H.			3611 Ohio ave.
Simon, Chas. G.	Great Western Feed Co.		818 Manchester ave.
Simmons, E. C.	Simmons Hardware Co.		Ninth and Spruce sts.
Simmons, Wayne G.			San Diego, Cal.
Simpkins, Allan T.	Renault Lead Co.		423 Roe Bldg.
Simpson, J. C.	Consolidated Coal Co.,	President.	Laclede Building.
Sinclair, Ed. W.		Broker.	108½ N. Eighth st.
Singer, Richard.	Kohn & Co.,	Brokers.	Security Building.
Skidmore, T. J.	Erle Despatch,	Agt.	Laclede Bldg.
Skrainka, Fred.	Skrainka Con. Co.	Contractors.	806 Security Building.
Slack, B. L.	Brinson-Judd Grain Co.,	Treasurer.	206 Cham. Com.
Slade, Chas.		Real Estate.	Brunswick, Mo.
Slaughter, John B.		Insurance.	Century Bldg.
Sloan, William P.	Hamilton Bank,		McLeansboro, Illa.
Smith, A. J.		Bookkeeper.	411 Cham. Com.
Smith, Chas. Hamlin.	Ry. Mail Service,		4544 Morgan st.
Smith, S. Jenks		Broker.	Chamber of Com.
Smith, Alex. H.			411 Chamber of Com.
Smith, John Van.	Merchants' Dispatch	Trans. Co., Agent	Laclede Bldg.
Smith, Frederick P.	F. P. Smith Com. Co.		Board of Trade, Kansas City, Mo.
Smith, F. W.	F. W. Smith Grain Co.,		411 Cham. of Com.
Smith, Geo.		Deceased.	
Smith, J. Allen.	J. Allen Smith & Co.,	Millers.	Knoxville, Tenn.
Smith, J. V.	Smith, Vincent & Co.,	Commission.	72 Gay Bldg.
Smith, Wm. J.	Geo. P. Plant Milling Co.,	Millers.	502 Chamber of Commerce.
Smith, Daniel E.	D. E. Smith & Co.,	Commission.	114 N. Fourth st.
Smith, Chas. H.	St. L. & N. A. R. R. Co.		421 Olive st.
Smith, Breedlove	The Benton		9th and Pine.
Smith, C. B.	R. G. Dun & Co.,	Mercantile Agency.	Cham. of Com.
Smith, James A. Jr.		Coal & Feed.	Grand & Easton aves.
Smith, E. B.		Line.	202 Railway Exchange.
Smith, Eug. F.	Sulphogan Chemical Co.		Eighteenth and Olive sts.
Smith, C. W.	Smith, Vincent & Co.,	Commission.	72 Gay Building.
Smith, Robt. E.	D. E. Smith & Co.,	Commission.	114 N. Fourth st.
Smith, Wm. E.	Plant Seed Co.		814 N. Fourth st.
Smithers, John A.	Smithers & Co.,	Undertakers.	1415 Olive st.
Smithers, M. L.	Smithers & White,	Hay and Grain.	3015 Olive st.
Snow, Lewis E.	Delafield & Snow,	Insurance.	850 Century Bldg.
Snow, Robt. B.		Real Estate.	807 Chestnut st.
Snow, W. E.	The N. K. Fairbank Co.,		Third and Convent sts.
Snover, W. A.	W. A. Snover Com. Co.,		600 Roe Building.
Sparks, H. J.	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B.	Sparks Milling Co.		Alton, Ill.
Sparks, Charles F.	Sparks Milling Co.		Alton, Ill.
Sparks, Chas.	Simmons Hardware Co.,		Broadway and St. Charles st.
Speckart, Charles.			

Name.	Firm.	Business.	Location.
Spelbrink, Louis		Livery Stable	1321 Franklin ave.
Spencer, Corwin H.			203 Cham. of Com.
Spencer, Harlow B.			203 Cham. of Com.
Spieler, George		Malster	1542 S. Seventh st.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster	2414 Menard st.
Stanard, E. O.	E. O. Stanard Milling Co.	President	420 Cham. of Com.
Stanard, W. K.	E. O. Stanard Milling Co.	Vice-President	420 Cham. of Com.
Stanley, Henry		Mill Furnishings Co.	919 N. 2nd st.
Stanton, Chas. W.	Alabama Corn Mills		Mobile, Ala.
Starr, E. E.	Fairbanks, Morse & Co.	Scales, etc.	Eighth and Clark ave.
Stebbins, L. W.			
Steele, Joseph W.	Jos. W. Steele & Co.	Printers	18 N. Third st.
Stegall, J. N.	Allen West Com. Co.	Commission	104 S. Main st.
Steigers, D. H.	St. Louis Hide and	Tallow Co.	5145 N. Second st.
Steinmesch, Henry	Wabash R. R.		Lincoln Trust Building.
Steinwender, Herman A.	Steinwender &	Sellner, Liquors	117 S. Broadway.
Steinwender, G. A.	Steinwender & Sellner	Whiskies	117 S. Broadway.
Stephens, Jefferson		Grain	Hotel St. Louis.
Stephens, W. Speed	Central Nat'l Bank	Cashier	Boonville, Mo.
Stevener, John	J. Stevener & Bro.	Feed	1706 Cass ave.
Stewart, A. W.	A. W. Stewart & Co.	Commission	410 Cham. of Com.
Stewart, A. C.	Stewart, Cunningham &	Elliott, Lawyers	Rialto Bldg.
Stewart, A. M.	Jas. Stewart & Co.	Grain El. Contrs	302 Lincoln Trust.
Stewart, James C.	Jas. Stewart & Co.	Grain El. Contrs	302 Lincoln Trust.
Stickney, W. Arthur	A. C. Edwards & Son	Brokerage Co.	410 Olive st.
Stifel, H. C.	Altheimer & Rawlings	Investment Co.	217 N. Fourth st.
Stifel, Otto Fred'k.	C. G. Stifel Brew. Co.	Brewing	Wainwright Bldg.
Stock, Philip	St. Louis Brewing Assn.	Secretary	702 Wainwright Bldg.
Stockton, F. W.	Traders' Despatch		505 Houser Building.
Stoewener, F. F.			710 Julia st.
Stone, Leander			Box 376, Louisville, Ky.
Stover, W. D.	Star Union Line		622 Olive st.
Strain, Arthur R.	Robt. B. Brown Oil Co.	Oil Manuf'rs	Rialto Building.
Stratton, Wm.	Hunter Bros.		60 Gay Bldg.
Strauss, J. C.		Photographer	3514 Franklin ave.
Street, E. J.	E. J. Street & Co.	Brokers	Bd. of Trade, Kansas City
Strifer, Chester E.		Lumber	Main and Market sts.
Stroud, H. L.		Merchant	Rogers, Ark.
Stuede, Wm.	Harroun Elevator Co.		103 N. Third st.
Stuever, Anton C.	Home Brewing Co.		Miami and Salena sts.
Sturtevant, Henry D.	Counselman & Day	Commission	240 LaSalle st., Chicago
Sublett, Edwin H.	Fuel Oil Distributing	Co., Pres't.	618 Mo. Trust Bldg.
Sudborough, J. A.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Sullivan, Patrick			701 Washington ave.
Sullivan, F. R.	North Shore Despatch	Agent	Sixth and Olive sts.
Summa, Emil	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses	M. Summerfield & Co.	Hides and Wool	218 N. Main st.
Sutherland, G. G.		Grain	132 Cham. Com.
Swaney, John Bell		Grain	Union City, Tenn.
Swingley, W. S.		Deceased	
Swift, Paul	Thos. Akin	Commission	203 Cham. Com.
Swift, W. H.	Fruin, Bambrick Con. Co.	Contractors	721 Olive st.
Sykes, G. A.	St. Louis Commission Co.		11 N. Main st.

Taaffe, B. P.	Justice of the Peace		717 Manchester ave.
Tansey, Geo. J.	St. Louis Transfer Co.	President	400 S. Broadway.
Taussig, John J.	J. & J. Taussig	Brokers	627 Security Bldg.
Taussig, Jos. S.	J. & J. Taussig	Brokers	627 Security Bldg.
Taylor, Wm. H.		Insurance	Odd Fellows' Bldg.
Taylor, T. Carroll	Brinson-Judd Grain Co.		208 Cham. Com.

Name.	Firm.	Business.	Location.
Taylor, Phil. C.	P. C. Taylor & Son,	Commission	509 Roe Bldg.
Taylor, E. M.		Commission	508 Cham. of Com.
Taylor, C. H.	F. W. Brockman	Commission Co.	805 N. Third st.
Taylor, J. B.	P. C. Taylor & Son,	Commission	509 Roe Bldg.
Taylor, Joseph C.	Geo. Taylor Com. Co.		24 S. Main st.
Taylor, W. J.	The Western Ry. of Alabama,	Agent	207 Houser Bldg.
Teasdale, Thos. B.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. Waller	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W.	J. W. Teasdale & Co.,	Dried Fruits & Com.	806 Spruce st.
Teasdale, A. S.	Miller & Teasdale Co.		825 N. Fourth st.
Teasdale, Geo. W.	J. W. Teasdale & Co.,	Dried Fruits	806 Spruce st.
Teasdale, C. H.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.,	Dried Fruit	806 Spruce st.
Teasdale, J. E.		Broker	100 N. Fourth st.
Teasdale, Everett P.	Miller & Teasdale Co.,	Commission	825 N. Fourth st.
Tebbetts, L. B.	John Deere Plow Co.,	Farm Machinery	10th & Spruce sts.
Teichmann, Wm. C.		City Chemist	1141 Market st.
Teichmann, Chas. H.	Teichmann Com. Co.,	Commission	62 Gay Building.
Teichmann, Otto L.	Teichmann Com. Co.,	Commission	62 Gay Building.
Telthorst, Herman		Flour and Feed	7501 S. Broadway.
Temple, Harry	P. Peckham Liquor Co.,	Bookkeeper	412 Washington ave.
Temple, Joseph	Adams Express Co.	Agent	407 N. Fourth st.
Templeman, W. J.	Templeman & Co.,	Produce	950 N. Third st.
TenBroek, Gerrit H.	TenBroek, Spooner &	Walsh, Attys.	213 N. Seventh st.
Tepe, Carl H. A.	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William		Feed	2725 Laclede ave.
Terry, Albert T.	John H. Terry & Sons,	Real Estate	621 Chestnut st.
Tesson, George B.	Nanson Com. Co.		202 Chamber of Commerce.
Tavis, Hupp.	Tavis Com. Co.		116 N. Main st.
Thacher, Arthur	Central Lead Co.,		510 Pine st.
Thaw, Charlie	C. Thaw & Co.,	Life Ins. Agt. Commonwealth Tr. Bldg.	
Thompson, A. L.	Cavender & Thompson,	Real Estate	716 Chestnut st.
Thompson, Wm. H.	Nat. Bank of Com.,	President	Broadway and Olive st.
Thompson, E. F.	G. A. Benton & Co.,	Grain	829 N. Third st.
Thompson, C. McClung	C. L. Thompson &	Son, Insurance	Century Bldg.
Thompson, Joseph B.			4225 McPherson ave.
Thomson, A.	Western Iron & Supply Co.,		938 N. Second st.
Thomson, Lewis W.		Commission	3862 Lindell.
Thomson, Wm. H.	Boatmen's Bank,	Cashier	Fourth and Washington av.
Thomson, M. D.			304 City Hall.
Thyson, John	Thyson Commission Co.		105 Chamber of Commerce.
Tice, Vilray C.	V. C. Tice & Co.,	Commission	Gay Bldg.
Tiedemann, Geo. W.	Chas. Tiedemann	Milling Co.	O'Fallon, Ill.
Tilton, Edgar D.	E. O. Stanard Milling	Co.	420 Chamber of Commerce.
Timmerman, G. H.	St. L. Iron & Machine	Works	Second and Chouteau ave.
Tinker, Z. W.	Columbia Brewing Co.		Twentieth and Madison sts.
Tittmann, Harold H.	St. L. Cooperage	Co.	Main and Arsenal sts.
Todd, Henry R.	Burlington Route,	Gen'l. Agent	502 Olive st.
Tontrup, Louis H.	Papin & Tontrup,	Real Estate	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.		827 N. Third st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap	3352 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer	15 N. Sixth st.
Trask, Isaac R.	Trask Fish Co.,	President	510 N. Second st.
Trask, Walter B.	Trask Fish Co.,		510 N. Second st.
Traumiller, Joseph	Excelsior Brew. Co.,		5 S. Seventeenth st.
Trauernicht, F. C.	Trauernicht & Shanks	Com. Co.	826 N. Third st.
Triplett, John R.		Deceased	
Tumbach, C.	McCullough & Tumbach,	Commission	719 N. Third st.
Tune, Lewis T.	The Bradstreet Co.		Security Building.
Tunstall, R. C.	St. Louis Hay Exch.	Vice-Pres.	602 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.	Secretary	602 Theresa ave.
Turner, Chas. H.	Chas. H. Turner & Co.,	Real Estate	Wainwright Bldg.
Turner, V. P.	Turner-Hudnut Co.,	Grain	Pekin, Ills.
Tutt, Dent G.			807 Chestnut st.
Tyler, George	Robert Atkinson & Co.,	Commission	808 N. Main st.

Name.	Firm.	Business.	Location.
Udell, C. E.	C. E. Udell & Co.,	Cheese	410 N. Second st.
Underwood, Geo. A.	D. E. Smith & Co.,	Flour, etc.	114 N. Fourth st.
Uplike, N. B.	Uplike Commission Co.,		642 Rialto Bldg., Chicago

Vahlkamp, Henry	W. J. Lemp Brew. Co.,	Secretary	13th and Cherokee sts.
Valle, John F.	Desloge Con. Lead Co.,	Secretary	110 N. Fourth st.
Valier, Charles	Valier & Spies Milling Co.,		514 Chamber of Commerce.
Valier, Louis A.	Valier & Spies Milling Co.,		514 Chamber of Commerce.
Valier, Robt. C.	Valier & Spies Mig. Co.,		514 Chamber of Commerce.
Van Blaroom, J. C.	Nat. Bank of Com.,	Vice-Prest.	Broadway and Olive st.
Vankirk, Chas. B.		Com.	310 Royal Ins. Bldg., Chicago
Vaughan, Wm. L.	Vaughan & Carnes,	Real Estate	Linn, Mo.
Venings, George A.	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.	Smith, Vincent & Co.,	Commission	72 Gay Building.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate	62 Chestnut st.
Vogelsang, L. E.			Cham. Com.
Vogelsang, Henry			520 Cham. Com.
Vogelsang, Wm. H.			2218 Sullivan ave.
Von Post, Frederick	Chas. E. Gifford &	Co., Grain.	225 Rialto Bldg., Chicago
Von Wedelstaedt, R. Park		Real Estate	St. Louis Club.
Vordtriede, E. Heury		Mining	2019 Sidney st.
Voris, F. D.		Grain and Hay	Neoga, Ill.
Voris, George W.		Grain and Hay	Stewardson, Ill.

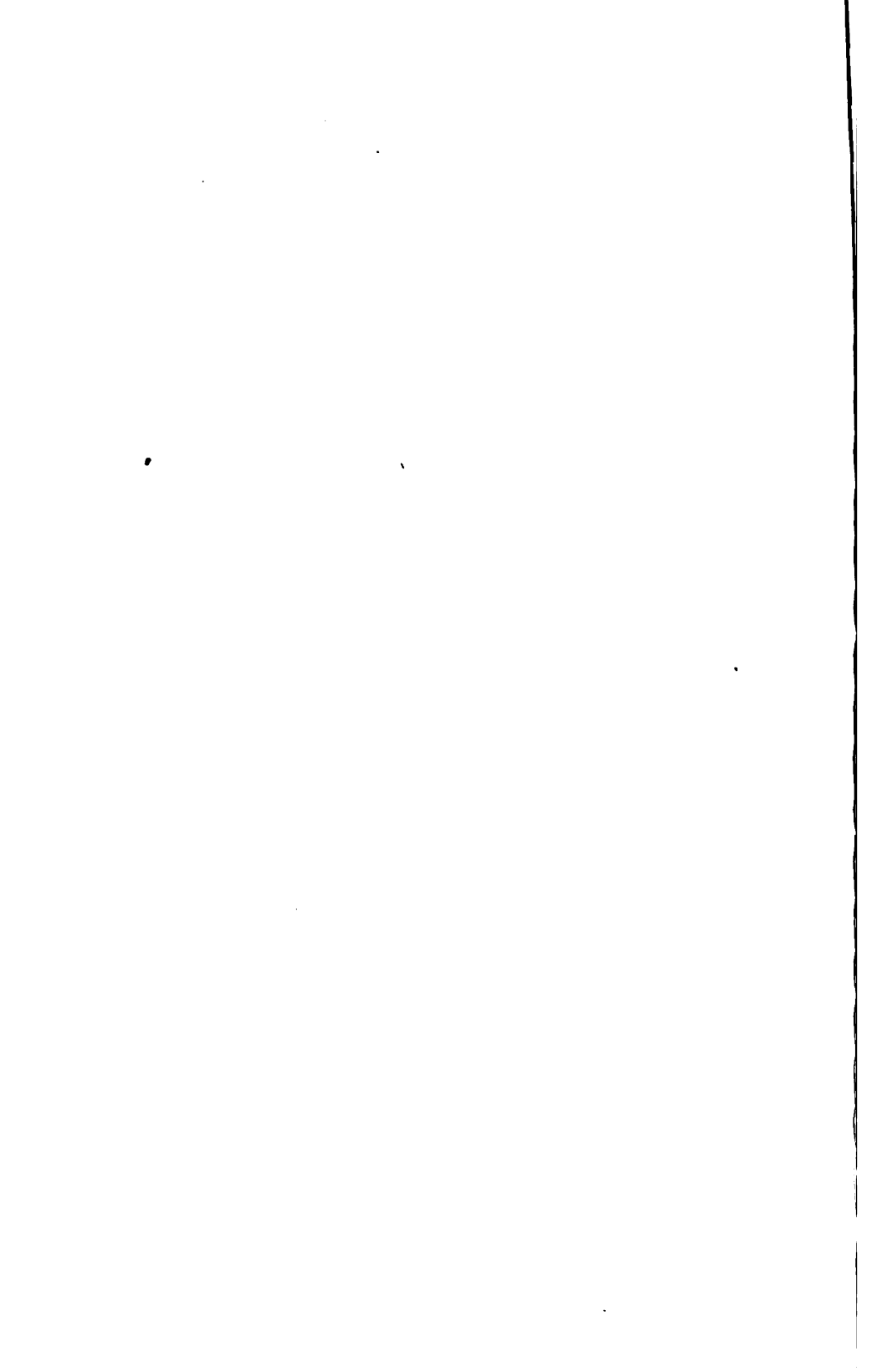
Waddock, Frank G.	O'Connor & Co.,	Market Reporter	216 Market st.
Wade, Festus J.	Mercantile Trust Co.		Eighth and Locust sts.
Wagoner, E. L.	Brinson-Judd Grain Co.,	Commission	208 Cham. of Com.
Wagner, Charles		Pig Lead & Spelter	174 Laclede Bldg.
Wagner, E. W.		Grain Com.	99 Bd. of Trade, Chicago
Wagoner, Geo. C. R.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wagoner, Henry H.	Smithers & Wagoner,	Undertakers	1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.	John Wahl Com. Co.,	Commission	2 S. Main st.
Wainwright, Ellis	St. L. Brewers' Ass'n.		Eleventh and Papin sts.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck Prov. Co.		Montrose ave. and LaSalle st.
Walker, G. H.	G. H. Walker & Co.,	Brokers	310 N. Fourth st.
Walker, R. F.		Attorney at Law	926 Rialto Bldg.
Walker, W. C.		Real Estate	606 Fullerton Bldg.
Wall, Nicholas R.	Wall & Whittemore,	Insurance	208 N. Fourth st.
Wallace, Fred. L.	W. L. Green Com. Co.		Laclede Bldg.
Walsh, Julius S.	Miss. Valley Trust Co.,	President	201 N. Fourth st.
Walsh, Peter		Teamster	3129 N. Twelfth st.
Walsh, Edward, Jr.		Deceased	
Walsh, C. K. D.	Kehler Bros.,		401 Chamber of Commerce.
Waltke, Louis H.	Wm. Waltke & Co.,	Soap	2nd and Grand ave.
Walton, E. S.		Commission	206 Cham. of Com.
Wangler, Joseph F.	J. F. Wangler B. & S. W. Co.,	President	1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S. W. Co.,	Secretary	1547 N. Ninth st.
Wardrop, Richard	Bernet, Craft & Kauffman Milling Co.		512 Cham. Com.
Ware, J. H.	Ware & Leland,	Commission	205 Rialto Bld., Chicago
Warren, Thomas	Warren Com. & Investment Co.		200 N. Second st.
Warren, John A.	Jno. A. Warren & Co.		416 Cham. Com.
Washer, S. R.	The S. R. Washer Grain Co.		Atchison, Kas.
Wasserman, Bennett	Wasserman Bro. & Co.,	Stocks and Bonds	315 Olive st.
Wasson, H. D.		Broker	107 Cham. of Commerce.
Waterworth, Jas. A.	St. Louis Insurance Surveys, Pres't.		Odd Fellows' Bldg.
Watson, Henry P.	Watson & Co.,	Broker	Minneapolis, Minn.

Name.	Firm.	Business.	Location.
Watts, T. G.	T. G. Watts & Son,	Real Estate	1000 Chestnut st.
Weare, Charles A.	Weare Commission Co.		Old Colony Bldg., Chicago.
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Edward	Weber Drayage & Warehouse Co.		105 N. Second st.
Weber, Henry C.			4472 Lindell ave.
Well, Jacob P.	Bernard, Baer & Co.,	Produce & Prov.	1418 N. Broadway.
Well, Henry G.			38 New st., N. Y.
Weinberg, Louis	Funsten Bros. & Co.,	Commission	109 N. Main st.
Weissenborn, S. A.	S. A. Weissenborn & Son, Coal.		313 Olivest.
Welch, B. C.	B. C. Welch Land & Investment Agency		Elsberry, Mo.
Wells, Rolla	Mayor,		City Hall.
Wenneker, Chas. F.	Wenneker-Morris	Candy Co.	12 S. Third st.
Wernse, Wm. F.	The Wm. F. Wernse Co.,	Bonds & Stocks	Bk of Com. Bldg.
Wernse, H. H.	Wernse & Dieckman,	Brokers.	317 N. Fourth st.
Werth, John E.	Werth's Insurance	Agency	315 Chestnut st.
Werth, G. L.	Werth's Insurance	Agency	315 Chestnut st.
Werthelmer, J. J.	Werthelmer-Swartz	Shoe Co.	10th and Washington ave.
Westcott, W. B.	Westcott Com. Co.,	Commission	827 N. Third st.
Westcott, W. F.	Westcott Com. Co.,		827 N. Third st.
West, Courtney H.	Moffitt-West Drug	Co.	617 N. Fourth st.
West, Thomas H.	St. Louis-Union Trust Co.,	President	Fourth and Locust sts.
Wetzel, Frederick L.	Dozier Bakery.		Sixteenth and Morgan sts.
Wheeler, Jas. L.			
Whitaker, Edwards	Whitaker & Co.,	Brokers.	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap	Co.	612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	Agent	402 Houser Bldg.
Whitehead, S. A.	Nanson Commission	Co.	202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance	Century Building.
Whitelaw, Geo. P.			718 Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis I. & T. Co.		Security Building.
Whitmore, Daniel R.	Merchants' Exch.,	Ass't Secretary	Third and Pine sts.
Whitmore, H. R.	Merchants' Exchange,	Asst. Secretary	Third and Pine sts.
Whitmore, F. C.	Wall & Whittemore,	Insurance	208 N. Fourth st.
Wickham, E. F.	Smokeless Fuel Co.,		410 Bank of Commerce Bldg.
Wieder, Moses L.	Wieder Paint Co.,		1601 N. Broadway.
Wiedmer, W. H.	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, Fred.	Gratiot Street Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, John	Gratiot St. Warehouse	Co.	214 Chamber of Commerce.
Wiegand, Chas. F. W.	Nelson Distilling	Co.	812 N. Fourth st.
Wiener, I. M.	Wiener Bros.,	Brokers.	Wainwright Building.
Wiener, Adolph		Real Estate	Wainwright Building.
Wilkinson, W. R.	W. R. Wilkinson & Son	Com. Co.	212 N. Main st.
Wilkins, W. T.		Deceased	
Willard, Wm. G.		Manufacturer.	619 N. Fourth st.
Williams, Elmer V.	Wm. Johnston & Co.,	Ship Agents	504 Railway Ex. Bldg.
Williams, P. P.	P. P. Williams Grain Co.,	Commission	408 Cham. of Com.
Willook, R. S.	L. & N. R. R.,	Contracting Agt.	206 N. Broadway.
Wilson, Chas. A.	Barron & Wilson,	Grain Samplers	422 Rialto Bldg.
Wilson, Peter E.	Knapp, Stout & Co.,	Lumber	Salisbury and Hall sts.
Wilson, P. S.	Kehlor Bros.,	Millers	401 Cham. Com.
Wirthlin, R. L.	Southern Coop. Co.,		110 Victor st.
Wiseman, Arthur A.	M. F. Hughes & Co.,	Broker	229 4th ave., Pittsburg, Pa.
Wismath, Chas., Jr.	C. Wismath & Son	Pork Packing Co.	1113 N. 12th st.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed	806 Chamber of Com.
Woelfle, Matt.	Baur Flour Co.,	Salesman	807 N. Second st.
Woerhelde, A. A. B.	Lincoln Trust Co.,	President	710 Chestnut st.
Wolf, John T.		Hay and Grain	3813A Russell ave.
Wolfenden, C. F.	A. A. Paton & Co.,	Cotton	215 Elm st., Dallas, Tex.
Wolgast, Louis		Feed	2187 Gravois ave.
Wollbrinck, Henry			506 Colonial Trust Bldg.
Woltman, G.			1239 Morrison ave.
Wonderly, Peter		Coal	1715 Carrst.

Name.	Firm.	Business.	Location.
Woodlock, Frank D.	F. D. Woodlock & Co.,	Commission.....	115 N. Third st.
Wood, F. C.	A. N. Kellogg Newspaper Co.		224 Walnut st.
Wood, H.	Union Dairy Co.,	Dairyman.. Jeff. & Washington aves	
Woods, W. K.	Robinson, Danforth Co.		Elghth and Gratiot sts
Woods, J. P.	C. P. Burr & Co.		324 Rialto Building.
Woodson, Ashby.	Chas. F. Orthwein's Sons.		Kansas City, Mo.
Woodward, W. H.	Woodward & Tiernan	Ptg. Co.....	309 N. Third st.
Woolley, Edgar M.	Conn. Mut. Life Ins. Co.		Chemical Building.
Wooster, R. L.			
Worts, Wm. R.	Worts & Emmick,	Grain.....	47 Produce Ex., Toledo, O.
Woulfe, F. J.	Lehigh Valley R. R.,	Agent.....	604 Houser Bldg.
Wrape, Henry.	The Hy. Wrape Co.,	Staves and Headings..	509 Chestnut st.
Wright, Joseph F.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Wright, Frank L.	Jas. A. Wright & Sons,	Carriage Manufrs.	19th & Wash'n.
Wright, Geo. M.	Wm. Barr Dry Goods Co.		Sixth and Olive sts.
Wright, J. L.	J. L. Wright Grain Co.		215 Cham. Com.
Wright, Wm. H.	J. L. Wright Grain Co.		215 Cham. Com.
Wrisberg, Wm. C.		Mining.....	411 Olive st.
Wulze, Wm. H.	Camp Spring Mill Co.,	Millers....	503 Chamber of Commerce.
Wunderlich, Chas., Jr.	Chas. Wunderlich	Cooperage Co.	814 Monroe st.
Wyman, Henry P.	St. L. & Miss. Val. Tr. Co.,	Secretary.....	103 N. Third st.

Yorger, Wm.		Grocer.....	2300 Manchester ave.
Young, Edw. H.	Eaton, McClellan & Co.		19 N. Main st.
Young, Robert S.	Funsten Bros. & Co.	Commission.....	109 N. Main st.
Young, D. W.			101 Cham. of Com.
Young, F. N.	Young & Fresch Grain Co.		101 Cham. of Com.
Yule, Bert D.	Bert D. Yule & Co.,	Grain.....	414 Cham. of Com.

Zelle, F. E.	Zelle Bros. Prov. & Com. Co.,	Prov. and Com.....	702 N. Third st.
Zenk, Philip John.	Bernet, Craft & Zenk.,	Millers.....	Troy, Ill.
Ziebold, Geo. W.	Waterloo Milling Co.		Waterloo, Ills.
Ziegenhein, Henry.	Lafayette Bank,	President....	Broadway and Park av.
Zirnheld, Joseph.	Zirnheld-Glosemeyer	Flour Co....	Second and Walnut sts.



INDEX.

Apples.....	268	Flour and Grain, total movement. 18	
Agricultural Implements.....	42, 63	Flour and Grain, monthly receipts and shipments.....	155
Ale.....	264	Foreign Commerce.....	72
Barley.....	161	Foreign Grain and Flour Trade.....	121
Bank Statement.....	52	Flour and Grain, total receipts and shipments for 21 years.....	155
Bran.....	166	Flour, Review.....	140
Bridge Traffic.....	102	" receipts by crop years.....	145
Beans.....	252	" monthly rec'ts and ship.....	145
Butter.....	251	" exports from the U. S.....	146
Building Statistics.....	87	" receipts at various cities.....	146
Bagging.....	287	" weekly prices.....	149
Board of Directors, Report of.....	9	" amount manufactured.....	148
" Resolutions.....	16	" amount manufactured in various cities.....	147
Beer.....	46, 264	" sources of supply and direction of shipments.....	145
Breweries.....	154	" stocks in store.....	148
Beef, Dressed.....	215	" report of Flour Inspector.....	147
Beef, Canned.....	218	" foreign shipments.....	148
Boots and Shoes.....	60, 254	Fire Record.....	255
Barbed Wire.....	254	Fish.....	254
Bradstreet's.....	210	Foreign Trade.....	72
Broomhall.....	210	Flax Seed.....	250
Boats and Barges.....	112	Fertilizers.....	254
Census Reports.....	26	Financial Review.....	51
Cheese.....	251	Foreign Shipments.....	121
Coal and Coke.....	108	Freights to New Orleans by river.....	119
Clearing-House Statement.....	58	" Memphis and Vicksburg by river.....	119
Custom-House Transactions.....	95	" all rail eastward.....	106
Corn.....	152 and 158	" from St. L. to Liverpool via New Orleans.....	124-125
Corn Meal.....	164	" from St. L. to Liverpool via New York.....	124-125
Comparative Business.....	181	" to Southern cities by rail.....	108
Crop Conditions.....	212	Furniture.....	71
Crops 1901.....	198-199	Ferries.....	102
Crops 1902.....	200-207	Fruits.....	192
Crop Wheat, Series of years.....	211	Furs.....	44, 248
Crop Reports for several years.....	209	Glass Ware.....	44
Crop of the World—Wheat.....	218	General Trade and Progress.....	88
Crops of Missouri.....	189	Groceries.....	48, 66
Crops, Average Condition.....	212	Grain Inspection.....	178-179
Cotton.....	126	" receipts and shipments for a series of years.....	156
Committees for 1902.....	4	" stocks in store at close of each week.....	180-185
Committees for 1906.....	7	" shipments by barges to N. O.....	117
Cattle.....	227	" monthly rec'ts and shipm'ts.....	185
Coffee.....	67	" Review.....	150
Candles.....	254	" receipts by crop, years.....	162
Cement.....	254	" exports from U. S.....	128, 162
Cordage and Rope.....	254	" daily prices.....	166-177
Castor Beans.....	262	" visible supply.....	157
Climate.....	98	" receipts at various cities.....	188
Candles.....	248	" Wheat.....	151, 157
Cotton Seed Meal.....	254	" Corn.....	152, 158
Chemicals.....	48	" Oats.....	158, 159
Crockery.....	44	" Barley.....	154, 161
Clothing.....	41	" Rye.....	154, 160
Cigars.....	286	" stocks in public elevators.....	186
Clay Products.....	42	" stocks in private elevators.....	186
Cars—Railroad and Street.....	46	" receipts at 7 Atlantic ports.....	189
Cotton Ties.....	287	" highest and lowest fut' res.....	166, 177
Department of Weights.....	18	" earliest crop receipts.....	168
Dried Fruit.....	249	" Missouri Crops.....	189
Drugs.....	42	" cash and future prices.....	168
Dry Goods.....	40, 65		
Elevators, capacity and rates.....	188-189		
Eggs.....	251		
Electric Supplies.....	45		
Exports from U. S. by Classes.....	186		

INDEX.

Hats and Caps.....	41
Highwines and Whiskey.....	238
Hominy and Grits.....	164
Hogs.....	247
Hay.....	245
Horses and Mules.....	229
Hops.....	254
Hardware.....	41
Harvest time of the world.....	209
Import Duties on Wheat.....	208
Imports and exports of the United States, value.....	24
Internal Revenue, collections.....	98
Iron and Steel.....	43, 254
Inspectors, 1902.....	4
Inspectors, 1908.....	7
Latin-American Trade.....	78
Live Stock.....	226
Live Stock, weekly prices.....	243
Lumber.....	75
Lead.....	240
Leather.....	254
Louisiana Purchase Centennial....	28
Melons.....	258
Molasses.....	68
Malt.....	254
Members of the Exchange, 1902. (Appendix.).....	
Members of Exchange dec'd 1902....	236
Meteorological tables.....	92-94
Millstuffs.....	165
Municipal Affairs.....	80
Mining Industries of Missouri.....	88
Manufacturing Industries.....	54
Millinery.....	41
Nails.....	254
Naval Stores.....	239
Officers of the Exchange since its organization.....	2
Officers of the Exchange for 1908..	6
Officers of the Exchange for 1902..	8
Onions.....	252
Oils.....	254
Oranges and Lemons.....	258-254
Ore, Iron.....	254
Ore, Zinc.....	254
Oat Meal.....	184
Oil Cake.....	254
Oats.....	153, 159
Paper.....	48
Paints and Oils.....	43, 63
Potatoes.....	262
Population of St. Louis.....	96
Provisions and Packing.....	214
Provisions, Exports from U. S.....	224
Provisions, Weekly Prices.....	225
Post-Office Statistics.....	97
Pig Iron.....	254
Peltries and Furs.....	44, 254
Produce.....	258
Progress of the United States.....	25
Review.....	88
Receipts from January 1 to close of each week.....	184
Real Estate.....	56
Eye.....	154, 160
Receipts, monthly totals.....	253, 263
Rec's by each river and railroad....	274-284

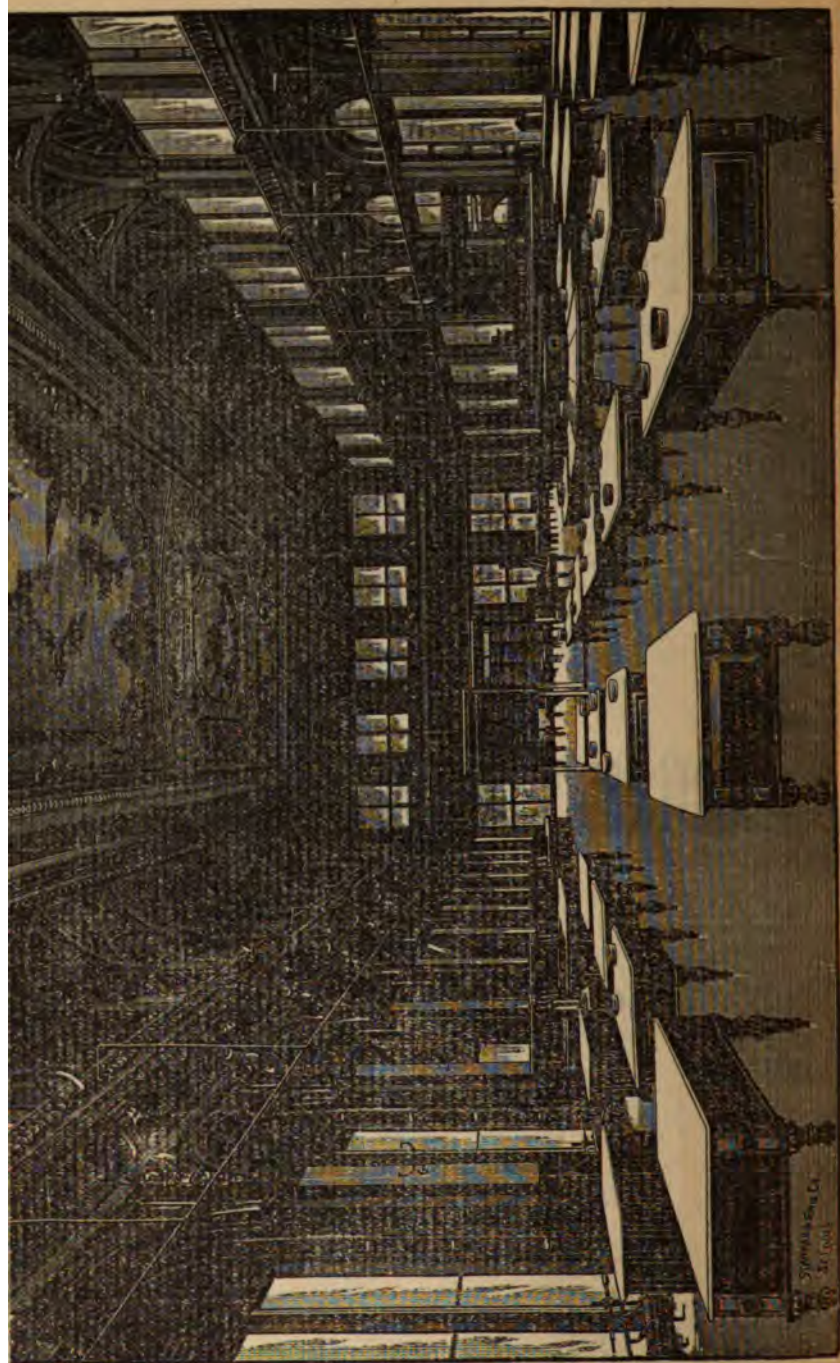
Rainfall.....	94
Railway Supplies.....	45
Rye Flour.....	164
Real Estate and Personal Property	98
Rosin.....	232
Railroad Iron.....	254
Rail Transportation.....	99
Rice.....	69
River Statistics.....	107
River commerce of St. Louis.....	107
Accidents on Western Rivers.....	118
Arrivals and departures of steamers.....	115
List of Steamers.....	109
Shipments by Southern boats.....	116
Gauge Readings.....	114
Depth of channel, southward.....	111
Shipments by barge lines.....	117
Harbor and Wharf Commission- er's report.....	120
Closed by ice.....	113
Shoe Trade.....	40, 60
Seeds.....	280
Salt.....	247
Sheep.....	227
Shipments, monthly, totals.....	267-278
Shipments by each R. R. & River....	266-269
Shiptuffs.....	165
Sugar.....	37
Staves.....	254
Soap.....	254
Shipments of leading articles to close of each week.....	186
Stock Yards.....	252
State Finances.....	62
St. Louis in 1902 and 1901.....	36-37
Saddlery Hardware.....	42, 64
Silks.....	41
Spelter.....	241
Stoves and Ranges.....	46
St. Louis, its Commercial Future..	48
Tea.....	68
Transfer Statistics.....	102
Treasurer, report of.....	14-15
Tobacco.....	234
Tonnage, total by each river and road.....	104
Tar and Pitch.....	259
Turpentine.....	239
Tin.....	254
Transportation—Rail.....	99
Temperature.....	98
Tallow.....	254
Tax Levy.....	66
Trust Companies.....	62
Traffic Bureau, Report of.....	28
Vehicles.....	42, 62
Wheat Import Duties.....	208
Wheat.....	151, 157
Wines and Liquors.....	254
Wool.....	44, 243
Whiskies.....	288
White Lead.....	241
Wheat Crop of the World.....	210-218
Weather.....	98
World's Fair, 1904.....	28
Woodenware.....	48
Zinc and Spelter.....	241

ANNUAL STATEMENT
OF THE
Trade and Commerce
OF
SAINT LOUIS
FOR THE YEAR
REPORTED TO THE
Merchants' Exchange of

BY
GEO. H. MORGAN, Secretary

ST. LOUIS, MO.:
PRESS OF R. P. STUDLEY & CO.
1904.





GRAND HALL OF THE MERCHANTS' EXCHANGE OF ST. LOUIS.

STANLEY & SONS CO.
347 N. 3rd St.
St. Louis

*Gift of Merchants' Exchange, St. Louis, Mo.
May 4, 1904.*

*Exchs.
Merchery Lib., Chicago.
2-11-30*

OFFICERS OF THE MERCHANTS' EXCHANGE OF ST. LOUIS SINCE ITS ORGANIZATION.

Year.	President.	Vice-Presidents.		No. Members.
1863	Henry J. Moore.	C. S. Greeley.	A. W. Fagin.	675
1863	George Partridge.	C. S. Greeley.	A. W. Fagin.	518
1864	Thomas Richeson	Barton Able.	C. L. Tucker.	725
1865	Barton Able.	E. O. Stanard.	H. A. Homeyer.	990
1866	E. O. Stanard.	Alex. H. Smith.	D. G. Taylor.	1110
1867	C. L. Tucker.	Edgar Ames.	D. G. Taylor.	1068
1868	John J. Roe.	Geo. P. Plant.	H. A. Homeyer.	1268
1869	Geo. P. Plant.	H. A. Homeyer.	Nathan Cole.	1332
1870	Wm. J. Lewis.	G. G. Waggaman.	H. C. Yaeger.	1289
1871	Gerard B. Allen.	R. P. Tansey.	Geo. Bain.	1332
1872	R. P. Tansey.	Wm. H. Soudder.	C. H. Teichman.	1369
1873	Wm. H. Scudder.	S. M. Edgell.	Web M. Samuel.	1363
1874	Web M. Samuel.	L. L. Ashbrook.	John F. Tolle.	1807
1875	D. P. Rowland.	John P. Meyer.	Wm. M. Senter.	1442
1876	Nathan Cole.	John Wahl.	F. B. Davidson.	1397
1877	John A. Scudder.	N. Schaeffer.	Geo. Bain.	1327
1878	Geo. Bain.	H. C. Haarstick.	Craig Alexander.	1290
1879	John Wahl.	Michael McEnnis.	W. J. Lemp.	1280
1880	Alex. H. Smith.	Chas. E. Slayback.	J. C. Ewald.	1303
1881	Michael McEnnis.	John Jackson.	A. T. Harlow.	3533
1882	Chas. E. Slayback.	Chas. F. Orthwein.	Frank Galennie.	3565
1883	J. C. Ewald.	D. R. Francis.	D. P. Grier.	3566
1884	D. R. Francis.	John P. Kelsor.	C. W. Barstow.	3565
1885	Henry C. Haarstick.	S. W. Cobb.	D. P. Slattery.	3505
1886	S. W. Cobb.	Chas. H. Teichmann.	J. Will Boyd.	3364
1887	Frank Galennie.	Louis Fusz.	Thomas Booth.	3312
1888	Chas. F. Orthwein.	J. H. Teasdale.	Chas. A. Cox.	3296
1889	Chas. A. Cox.	Hugh Rogers.	Alex. Euston.	3261
1890	John W. Kauffman.	Marcus Bernheimer.	G. M. Flanigan.	3190
1891	Marcus Bernheimer.	Geo. H. Plant.	S. R. Francis.	3116
1892	Isaac M. Mason.	Wm. T. Anderson.	Wallace Delafield.	3001
1893	W. T. Anderson.	Roger P. Annan.	L. C. Doggett.	2912
1894	{ A. T. Harlow. Wm. G. Boyd.	{ Wm. G. Boyd. Geo. H. Small.	{ E. A. Pomeroy.	2807
1895	Thos. Booth.	C. Marquard Forster.	Geo. D. Barnard.	2647
1896	C. H. Spencor.	Amedee B. Cole.	Clark H. Sampson.	2518
1897	H. F. Langenberg.	Chris. Sharp.	Wm. P. Kennett.	2395
1898	Chris. Sharp.	Henry H. Wernse.	Oscar L. Whitelaw.	2229
1899	Wm. P. Kennett.	Oscar L. Whitelaw.	Daniel E. Smith.	2079
1900	Oscar L. Whitelaw.	Wm. T. Haarstick.	Frank E. Kauffman.	1975
1901	Wm. T. Haarstick.	Geo. J. Tansey.	T. R. Ballard.	1872
1902	Geo. J. Tansey.	T. R. Ballard.	Wm. A. Gardner.	1832
1903	T. R. Ballard.	Wm. A. Gardner.	Charles H. Huttig.	1831
1904	H. H. Wernse.	O. L. Teichmann.	M. G. Richmond.	1824

Secretary and Treasurer.

1863	- - - - -	Clinton B. Fisk.
1863-64	- - - - -	J. H. Alexander.
1865-1904	- - - - -	Geo. H. Morgan.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1903.

PRESIDENT.

T. R. BALLARD,

FIRST VICE-PRESIDENT, WM. A. GARDNER.

SECOND VICE-PRESIDENT, CHARLES H. HUTTIG.

DIRECTORS.

1903.

**WM. T. HAARSTICK,
L. B. BRINSON,
T. H. FRANCIS,
OTTO L. TEICHMANN,
JOHN H. DIECKMAN,**

1903-1904.

**G. J. TANSEY,
JOHN E. GERAGHTY,
HENRY R. TODD,
EDWARD A. FAUST,
EDWARD DEVOY.**

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, FIRST ASSISTANT SECRETARY.

H. R. WHITMORE, SECOND ASSISTANT SECRETARY.

C. H. WHITMORE, THIRD ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

**JAMES M. GETTYS,
HUGH J. BRADY,
JOHN B. SLAUGHTER,
HENRY SCHULTZ,
SAMUEL PLANT,
C. W. BLOW,**

**JOHN M. GANNETT,
M. J. CONNOR,
JOSEPH L. PENNY,
CHARLES J. QUESNEL,
W. H. KARNS,
RICHARD WARDROP.**

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

**CHARLES P. SENTER,
R. C. NAPIER,
C. L. CARTER,
ROBERT POMMER,
PARKER SAUNDERS.**

SECOND SIX MONTHS.

**OTTO A. ORVIS,
M. L. SMITHERS,
CARY H. BACON,
WM. C. MCCOY,
JULIUS VOGELER.**

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

DOORKEEPER.

FRANK T. MUDGE.

RIVER CLERK.

EDWARD LOESCH.

STENOGRAPHER.

FRED. MEGLEMRY.

MESSANGER.

PETER LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

**ALEX. H. SMITH,
ISAAC M. MASON,**

**S. W. COBB,
C. H. SPENCER,**

**CHAS. A. COX,
OSCAR L. WHITELAW.**

COMMITTEES AND INSPECTORS FOR 1903.

REAL ESTATE.

WM. A. GARDNER, T. R. BALLARD, Chairman.
G. J. TANSEY, CHAS. H. HUTTIG.
WM. T. HAARSTICK.

MEMBERSHIP.

WM. A. GARDNER, Chairman.
L. B. BRINSON, T. H. FRANCOIS,

ST. LOUIS TRAFFIC BUREAU.

Managers from Merchants' Exchange.
W. P. KENNETT, H. F. LANGENBERG, EDWARD DEVOY.

WEIGHING.

JNO. E. GERAGHTY, Chairman.
W. B. HARRISON, F. H. GIESELMAN, O. A. ORVIS,
M. J. MULLALLY, EDWARD DEVOY.

INSURANCE.

EDWARD DEVOY, Chairman.
GEORGE D. MARKHAM, F. D. HIRSCHBERG, N. B. WALL,
PEYTON T. CARR, W. L. GREEN, JR., JAS. A. WATERWORTH.

RULES.

T. H. FRANCOIS, Chairman. ALEX. H. SMITH, E. W. GESSLER,
GEO. F. LANGENBERG, J. P. WOODS.

CONTRACTS

B. H. LANG, Chairman. R. J. PENDLETON, T. W. CARTER.

MARKET REPORTS.

O. L. TEICHMANN, Chairman.
THOS. AKIN, E. M. FLESH.

GRAIN.

L. B. BRINSON, Chairman.
C. J. QUESNEL, JNO. G. MITTLER, R. S. YOUNG,
GEO. F. POWELL, JNO. L. MESSMORE, T. B. MORTON,
J. S. MCCLELLAN, C. W. SMITH.

BARLEY.

EDWARD A. FAUST, Chairman.
CHAS. H. TEICHMANN, BERN. GRIESEDIECK,
FRED. C. OETHWEIN, OTTO F. STIFEL.

FLOUR.

GEO. H. PLANT, Chairman. F. E. KAUFFMAN, Secretary.
E. E. SCHAEFF, C. J. HANNEBRINK,
MATT. WOELFLE, F. HATTERSLEY.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

CHARLES A. COX, Chairman.
HENRY WOLLBRINCK, FRED. KREY, HUGH FERGUSON,
GEORGE C. DANIELS.

PROVISION INSPECTOR.

J. G. HINCHMAN.

COMMITTEES, 1903—Continued.

SEEDS AND CASTOR BEANS.

C. F. BEARDSLEY, Chairman.

ADOLPH CORNELI,
D. I. BUSHNELL, H. L. BRINSON,
F. W. HOFMANN.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER.

W. F. CHAMBERLAIN.

HAY.

D. W. CLIFTON, Chairman.

CHRIS. HILKE, JNO. H. EVILL, JAS. W. DYE,
HENRY W. MACK, R. J. BERGMANN.

PRODUCE.

M. G. RICHMOND, Chairman.

CONRAD SCHOPP, R. HARTMANN, HENRY BROEDER,
BERNARD BAER, W. B. WESTCOTT, F. G. HAUSEISEN.

FLOOR.

DOUGLAS BRADLEY, Chairman.

B. P. ANNAN, Jr., CHAS. A. GRANT, W. E. ORTHWEIN,
H. W. DAUB, A. C. PETRI, WM. GRASSMUCK,
JOSEPH HATTERSLEY.

POSTAL AFFAIRS.

CHAS. H. HUTTIG, Chairman.

GEO. D. BARNARD, JAS. F. COYLE, WALKER HILL,
W. K. BIXBY, BEN. B. GRAHAM, H. S. MERRILL.

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

D. R. FRANCIS, CHAS. A. COX, S. W. COBB,
WEB. M. SAMUEL, FRANK GAIENNIE, G. J. TANSEY,
JOHN WAHL, C. H. SPENCER, H. C. HAARSTICK,
H. F. LANGENBERG, MARCUS BERNHEIMER.

MISSISSIPPI RIVER.

WM. T. HAARSTICK, Chairman.

B. E. GARDNER, J. E. MASSENGALE, ISAAC M. MASON,
A. C. CHURCH, HENRY S. POTTER, ISAAC P. LUSK,
P. S. DROWN.

NATIONAL BOARD OF TRADE.

G. J. TANSEY, Chairman.

O. L. WHITELAW, CHARLES PARSONS, WM. P. KENNETT,
C. H. SPENCER, E. O. STANARD, H. H. WERNSE,
S. W. COBB, OLINTON BOWELL, J. H. DIECKMAN.

LEGISLATIVE.

J. H. DIECKMAN, Chairman.

A. DeFIGUEIREDO, D. A. MARKS, BRECKINRIDGE JONES,
GOODMAN KING, R. O. GRIER, L. D. KINGSLAND,
C. MARQUARD FORSTER.

TRANSPORTATION.

HENRY R. TODD, Chairman.

WM. C. ELLIS, A. P. RICHARDSON, HENRY SAYERS,
W. K. STANARD, JOSIAH E. SHERBY, THOMAS B. TEASDALE.

MERCHANTS' EXCHANGE OF ST. LOUIS.

OFFICERS FOR THE YEAR 1904.

PRESIDENT.

HENRY H. WERNSE.

FIRST VICE-PRESIDENT, OTTO L. TEICHMANN.

SECOND VICE-PRESIDENT, MANLEY G. RICHMOND.

DIRECTORS.

1904.

G. J. TANSEY,
JOHN E. GERAGHTY,
HENRY R. TODD,
EDWARD A. FAUST,
EDWARD DEVOY,

1904-1905.

T. R. BALLARD,
WM. C. ELLIS,
W. H. DANFORTH,
THOS. B. TEASDALE,
R. J. PENDLETON.

GEO. H. MORGAN, SECRETARY AND TREASURER.

D. R. WHITMORE, FIRST ASSISTANT SECRETARY.

H. R. WHITMORE, SECOND ASSISTANT SECRETARY.

C. H. WHITMORE, THIRD ASSISTANT SECRETARY.

R. F. WALKER, ATTORNEY.

COMMITTEE OF APPEALS.

ELBERT HODGKINS,
ELIAS S. GATCH,
HENRY BURG,
JOHN G. MITTLER,
GEO. F. LANGENBERG,
AUG. F. W. LUEHRMANN,

J. J. P. LANGTON,
CHRISTIAN BERNET,
B. J. MCSORLEY,
GEO. F. SIEMERS,
SAM. S. PINGREE,
JAMES N. CHANDLER.

COMMITTEE OF ARBITRATION.

FIRST SIX MONTHS.

CHAS. M. FRESCH,
R. C. TUNSTALL,
H. B. EGGERS,
JOHN L. MESSMORE,
E. S. WALTON,

SECOND SIX MONTHS.

J. C. BROCKMEIER,
THOS. P. LAHEY,
JOHN L. WRIGHT,
CHAS. WISSMATH, JR.,
F. W. SEELE.

OFFICIAL MARKET REPORTER.

MARC. J. GAUTIER.

DOORKEEPER.

FRANK T. MUDGE.

RIVER CLERK.

EDWARD LOESCH.

STENOGRAPHER.

FRED. MEGLEMY.

MESSANGER.

PETER LOESCH.

HONORARY MEMBERSHIP COMMITTEE.

E. O. STANARD, Chairman.

ALEX. H. SMITH,
ISAAC M. MASON,

S. W. COBB,
C. H. SPENCER,

CHAS. A. COX,
OSCAR L. WHITELAW.

COMMITTEES AND INSPECTORS FOR 1904.

REAL ESTATE.

HENRY H. WERNSE, Chairman.

OTTO L. TEICHMANN, MANLEY G. RICHMOND, T. R. BALLARD,
G. J. TANSEY.

MEMBERSHIP.

WM. C. ELLIS, Chairman.

HENRY R. TODD, THOS. B. TEASDALE.

ST. LOUIS TRAFFIC BUREAU.

Board of Managers from Merchants' Exchange.

WM. P. KENNETT, H. F. LANGENBERG, OTTO L. TEICHMANN.

WEIGHING.

JOHN E. GERAGHTY, Chairman.

W. B. HARRISON, O. A. OEVIS, F. H. GIESELMAN,
M. J. MULLALLY, EDWARD DEVOY, J. S. MCCLELLAN,
M. W. COCHRANE.

INSURANCE.

EDWARD DEVOY, Chairman.

N. B. WALL, ALFRED C. CARR, H. M. BLOSSOM,
PAUL ROBYN, A. T. TERRY, B. L. SLACK.

RULES.

THOS. B. TEASDALE, Chairman.

N. L. MOFFITT, SAMUEL PLANT, B. H. LANG,
F. C. ORTHWEIN.

CONTRACTS.

W. A. GARDNER, Chairman.

E. M. FLESH, E. W. GESSLER.

MARKET REPORTS.

R. J. PENDLETON, Chairman.

S. A. WHITEHEAD, P. P. CONNOR.

GRAIN.

T. R. BALLARD, Chairman.

T. B. MORTON, E. L. WAGGONER, ROGER P. ANNAN,
F. P. BROCKMANN, GEO. L. GRAHAM, GEO. F. LANGENBERG,
F. E. KAUFFMAN, D. P. BYRNE.

BARLEY.

E. A. FAUST, Chairman.

CHAS. H. TEICHMANN, WM. J. LEMP, Jr., OTTO F. STIFEL,
HY. GRIESEDIECK, Jr., HENRY GREVE, L. LEMOKE.

FLOUR.

CHRISTIAN BERNET, Chairman.

O. J. HANEBRINK, Secretary.

WM. K. STANAARD, B. H. LEONHARDT, CHAS. HEZEL, Jr.,
MATT. WOELFLE, GEO. LAY.

FLOUR INSPECTOR.

AUGUST RUMP.

PROVISIONS.

HUGH FERGUSON, Chairman.

E. H. BARNES, SAMUEL GORDON, G. S. MYERSON,
JOHN H. LOUDERMAN, Jr.

PROVISION INSPECTOR.

J. G. HINCHMAN.

SEEDS AND CASTOR BEANS.

C. F. BEARDSLEY, Chairman.

W. F. FUNSTEN, D. I. BUSHNELL, BEN. P. CORNELL,
F. S. PLANT.

COMMITTEES, 1904—Continued.

SEED AND CASTOR BEAN INSPECTOR AND WEIGHER. W. F. CHAMBERLAIN.

HAY.

HENRY W. MAOK, H. G. BECK,	D. W. OLIFTON, Chairman. CHRIS. HILKE, J. H. EVILL.	DAN. S. MULLALLY,
-------------------------------	---	-------------------

PRODUCE.

JACOB P. WEIL, P. M. KIELY,	MANLEY G. RICHMOND, Chairman, L. GARVEY LOUIS A. JASPER.	CONRAD SCHOPP,
--------------------------------	--	----------------

EGGS.

F. W. BROCKMAN, HENRY BROEDER, O. C. DENNIS,	F. E. ZELLE, Chairman. WM. BRAY, F. J. ROEDER, R. HARTMANN, F. O. TRAUERNICHT.	S. E. MURRAY, H. W. KNEHANS, Jr., W. R. WILKINSON,
--	--	--

FLOOR.

ALLEN BAKER, J. P. NEWELL, H. L. BRINSON, CHAS. L. NIEMEYER,	JNO. A. WARREN, Chairman. E. A. WITTER, DAVID LOEWEN, JOS. HATTERSLEY, CLIFFORD H. ALBERS.	CLAUDE A. MORTON, F. L. SCHREINER, FRED. MAYER, A. G. AUFDERHEIDE.
---	--	---

POSTAL AFFAIRS.

W. J. KINSELLA, VINCENT M. JONES,	W. H. DANFORTH, Chairman. HENRY SAYERS, E. F. DONZELOT,	F. W. HOFMANN, J. L. WRIGHT.
--------------------------------------	---	---------------------------------

RECEPTION AND ENTERTAINMENT.

E. O. STANARD, Chairman.

WEB. M. SAMUEL, JOHN WAHL, LOUIS FUSZ, CHAS. A. COX, JOHN W. KAUFFMAN, O. H. SPENCER, W. P. KENNETT, H. F. LANGENBERG, O. L. WHITELAW, W. T. HAARSTICK, MARCOUS BERNHEIMER, GEO. H. PLANT, C. MARQUARD FORSTER,	AMEDEE B. COOLE, WM. A. GARDNER, CHAS. PARSONS, ELIAS S. GATCH, JOHN H. TRACY, GEO. M. WRIGHT, JULIUS S. WALSH, F. D. HIRSCHBERG, JOHN H. DIECKMAN, T. H. FRANCIS, CHAS. NAGEL, J. S. NANSON, C. M. ADAMS, JAMES ARBUCKLE.	W. S. MCCHESENEY, JR., CLINTON ROWELL, W. K. BIXBY, GEO. S. MCGREW, EDWARD A. FAUST, T. S. MCPHEETERS, W. C. LITTLE, GAIUS PADDOCK, MOSES FRALEY, J. J. WERTHEIMER, A. DEFIGUEIREDO, THEO. G. MEIER, G. W. GARRELS,
---	---	---

MISSISSIPPI RIVER.

ISAAC M. MASON, Chairman.

JOHN WAHL, FRANK GAIENNIE, A. C. CHURCH,	H. C. HAARSTICK, ISAAC P. LUSK, W. R. WILKINSON.	ALEX. H. SMITH, J. E. MASSENGALE,
--	--	--------------------------------------

LEGISLATIVE.

J. H. HOLMES, ASHLEY CABELL, J. B. GANDOLFO.	H. R. TODD, Chairman. P. M. HANSON, D. A. MARKS, J. J. TAUSSIG.	ADIEL SHEERWOOD, H. S. POTTER,
--	--	-----------------------------------

TRANSPORTATION.

GEO. J. TANSEY, Chairman.

WM. C. ELLIS, LOUIS LANDAU, A. P. RICHARDSON,	W. H. DANFORTH, GEO. F. POWELL, JOHN WIEDMER,	E. E. SCHARFF, J. E. HALL, JOHN G. MITTLER.
---	---	---

REPORT OF THE BOARD OF DIRECTORS.

MERCHANTS' EXCHANGE,

ST. LOUIS, MO., January 5th, 1904.

To the Members of the Merchants' Exchange of St. Louis:

GENTLEMEN—Your Board of Directors submit herewith for your consideration and information a brief resume of the affairs of the Exchange for the past year, with a financial statement and action taken in reference to the annual dues for the coming year.

In sympathy with the acts of the Board of 1902, in reference to needed improvements, your Board through the Real Estate Committee, contracted for three new elevators to be placed in the center of the building, and the same are now in operation and giving general satisfaction. The grand hall has been renovated and a new floor laid. The exterior of the building has been painted and the stone and iron work renewed in many places, improving very greatly the appearance of the property. New storm doors have been placed at the Third street entrances, and a new mailchute installed. The cost of the work completed and under way approximates \$31,000, on which \$19,472.60 has been paid.

Arrangements have been made with the Post Office Department for enlarging the substation now installed in the basement, by the addition of a financial department, a carrier station and pneumatic tube service. Every facility will be provided and the quick dispatch of mail matter to and from the main office and from incoming and outgoing trains will be secured.

Other improvements were planned in the way of new plumbing and lavatory appointments, but as the removal of the north and south elevators was involved in the scheme, it was necessarily delayed, but may be accomplished in the present year.

This additional work, and the further fact that there will be an increase of fixed charges in bonds to be redeemed and insurance to be placed was fully considered by your Board in determining the amount that should be fixed for the assessment for 1904. Former Boards have wisely used the surplus revenue of previous years in retiring bonds before maturity, and thus reducing interest charges, resulting in there being but \$3,000 of bonds remaining unpaid of the \$15,000 maturing April 1st last. Efforts to secure unmatured bonds were unsuccessful,

showing that the credit of the Exchange stands high in the community. Fifteen thousand dollars of bonds and some \$4,000 for renewal of insurance will be payable this year.

To provide sufficient revenue for the carrying out of contemplated improvements on the property, for meeting all necessary expenses incident to the building and the proper needs of the Association, and in view of unusual demands that may be expected on account of the World's Fair, your Board at the meeting held on December 17th last fixed the assessment to be paid by each member for the coming year at \$40.00.

All the offices in the building have been occupied during the entire year, and in some instances rentals have been increased, the total revenue from this source being \$49,663.18, as compared with \$48,989.08 in 1902. The property is in good condition, and with the contemplated improvements and the painting and renovating of the interior of the office portion, no additional expenditures will be needed for some time to come.

The financial condition, as shown by the report of the Treasurer submitted herewith, will, we think, be found entirely satisfactory.

While the Board has endeavored to be conservative in expenditures, the desire has been to secure for the members every facility for the transaction of business and all information needed as to the markets of the world. To this end a special committee was authorized to install a new system of blackboards, which not only concentrated the telegraphic information to the great convenience of members, but also adds to the adornment of our grand hall.

The real estate account shows—

Receipts from Rentals.....	\$49,663 18
Transferred from Current Account.....	1,600 00
From other sources.....	270 61
	<u>\$51,533 79</u>
Expenditures for Current Expenses.....	\$28,630 75
" " Bonds.....	3,000 00
" " Improvements.....	19,472 60
	<u>\$51,103 35</u>
Balance.....	\$ 430 44

CURRENT ACCOUNT.

Total Receipts.....	\$79,050 08
Current Expenses.....	\$55,660 11
Transferred to Real Estate Account.....	1,600 00
	<u>57,260 11</u>
Balance.....	\$21,789 97

The membership of the Exchange at present is 1824, there having been five redemptions during the year and two forfeitures. Thirty-three members have been taken from us by death. Your Board has in each instance devoted a page of the record to their memory, and extended its sympathy to the bereaved families.

The Department of Weights, under the able direction of the Weighing Committee, has done most effective work and merits the support of all members of the Exchange. Many abuses have been discovered and corrected, and additional safeguards employed to secure to the shipper and dealer protection to his property and the correct weighing of the same. It is demonstrated that the complaint so often made of short weights was not on account of incorrect weighing, but because the property was not effectively protected and safeguarded to destination. Much has been accomplished in this direction. While the cost to the Exchange has been considerable, your Board believes it was well expended and will result in increased business in this market. Special attention is called to the report of the Weighing Committee, submitted herewith.

The Traffic Bureau has continued to look after the transportation interests of the city, and has secured many corrections of rates and concessions, which have benefited all lines of business and which could not have been obtained by individual effort. The accompanying report of the Chairman will be found of interest.

Your Board has endeavored to look after such matters, outside of regular Exchange affairs, as were of interest locally and nationally. The Exchange has been represented by delegates at the Good Roads Convention, held in this city April 27th, at the Annual Convention of the National Hay Association at Chicago, June 16th, at the meeting of the Millers' National Federation at Detroit June 3rd, at the Upper Mississippi River Convention, which met at Davenport October 21st, and at the Levee Convention held at New Orleans October 27th. A delegation was sent to Jefferson City in January to urge a change in the insurance laws.

Your Board has taken a deep interest in matters pertaining to the great World's Fair, to be held in this city this year, and has endeavored to aid in securing legislation for needed facilities. On the occasion of the dedication services, April 30-May 2, the Exchange adjourned to enable the members to participate, and at the civic parade, May 2d, a large number joined in the procession and aided in making the occasion a pronounced success.

Your Board petitioned the general government, favoring an increase in the navy; endorsed heartily the report of the King's Highway Commission in favor of a grand boulevard system, and petitioned the House of Delegates in favor of the Terminal loop ordinance, and, on the recommendation of the Grain Committee, advocated the establishment of uniform grades of grain at all ports of clearance under the supervision of United States government inspectors.

The Merchants' Exchange is recognized as the almoner of the people of St. Louis in dispensing their benevolences in cases of public calamity. In June last the floods in the Missouri and Mississippi valleys

caused great loss of life and property. A committee was appointed to raise funds for the relief of the people in the overflowed districts, and the response to the call was prompt and generous. The sum of \$32,046 in money, and supplies to the value of \$3,000 were received by the committee, and distributed—\$1,000 to each of the cities of Topeka and Kansas City, Kansas, the balance being apportioned to East St. Louis, Madison and Venice, and for the care of refugees who, driven from their homes, sought temporary shelter in St. Louis. In addition to the amount received by the Exchange Committee over \$15,000 was sent direct to East St. Louis by our citizens. Much distress and suffering was alleviated by the generous contributions of the good people of this city.

The Exchange, in conjunction with other commercial organizations, had the pleasure on March 23rd of tendering a reception to Hon. David R. Francis, President of the Louisiana Purchase Exposition, on his return from a most successful mission to Europe in behalf of the World's Fair. His Honor, Mayor Wells, presided, and suitable resolutions were adopted, which were afterwards engrossed and presented to the Governor.

On April 28th Lieutenant General Nelson A. Miles, commanding the United States Army, was welcomed and presented to the members by the President.

Mrs. Emma Booth Tucker, whose untimely taking away so soon after was deeply lamented, addressed the Exchange on October 19th and charmed every one by her eloquent presentation of the rescue work of the Salvation Army.

On November 5th Senor A. Bermudez, Special Commissioner from Nicaragua to the World's Fair, addressed the Exchange on the benefits of direct transportation between Nicaragua and St. Louis via the Mississippi River.

On Dec. 31st, at a called meeting of the Exchange, a vote of sympathy was extended to the City of Chicago and the families bereaved by the terrible calamity that befell that city on the previous afternoon.

The business transacted on 'Change during the year compares favorably with former years, notwithstanding the loss occasioned by the floods in June, which practically suspended receipts of grain and other commodities for a month or more. Values have been maintained and the results of the year have been eminently satisfactory.

The Exchange is indebted to and the Board appreciates the valuable assistance rendered by the various committees. The Board tenders a vote of thanks to all. To the Secretary, his assistants and the employees the Board expresses its appreciation for the faithful performance of their duties.

The Merchants' Exchange is the largest and, perhaps, the most influential commercial organization west of the Mississippi River. With

the proper energy and loyalty of its members, it will increase in importance and influence. With the natural growth of commerce in the vast domain tributary to our market, a bright future is in store for our Exchange and city. The power and influence for good, however, depends upon the same loyalty of its members in the future it has had in the past.

In conclusion, your Board desires to thank the members for their support in all matters pertaining to the improvement of Exchange affairs, and hopes the new administration may merit and receive the same loyal support.

THE BOARD OF DIRECTORS,

By T. R. BALLARD, *President*.

The Merchants' Exchange was closed on the following days:

January 1st. New Year's day.
February 12th. Lincoln's birthday.
February 22nd. Washington's birthday.
April 7th. Election day.
April 10th. Good Friday.
April 30th. Dedication World's Fair Ground.
May 1st. At 12 m. Dedication World's Fair Grounds.
May 2nd. Civic Parade World's Fair Grounds.
July 3rd.
July 4th. Independence day.
September 5th.
September 7th. Labor day.
November 26th. Thanksgiving day.
December 25th. Christmas day.

DEPARTMENT OF WEIGHTS.

ST. LOUIS, Mo., December 23rd, 1903.

To the Board of Directors of the Merchants' Exchange of St. Louis:

GENTLEMEN—Herewith I beg to hand you report of the committee who have had charge of the Department of Weights for the year 1903.

EARNINGS.

In explaining the comparatively small earnings and increased expenses for this year, I beg to call your attention to the special conditions which were unfavorable for large earnings for this department.

During February, March and April there was a blockade in and around St. Louis, which greatly restricted the business of elevators, mills, etc. Then, again, in June and July came the great St. Louis flood, which decreased greatly the volume of business for these two months.

EXPENSES.

The expenses of this department were increased, due mainly to increase in the equipment, for on August 1st the committee deemed it advisable to place two deputies in the largest elevators, and appointed special watchmen, at our expense, for the better protection of grain on team track while unloading.

At the present time the salaries for the office help and deputies amounts to \$2,100 monthly.

The increase in the weighing fees, authorized by the Board of Directors on September 22d, took effect October 1st, and since these new fees have been enforced the Department of Weights has shown a very much smaller deficit each month than during any of the preceding months. If the three months of this year, beginning with October, are to be used to base our estimates for the next year, it is the opinion of our committee that the deficit for 1904 will be considerably smaller than the deficit for 1903, with prospects of no deficit whatever.

ELEVATORS.

At the present time your Department of Weights is supervising the weighing of grain at all of the elevators, mills and warehouses in St. Louis and East St. Louis, with the exception of the two public elevators in East St. Louis—the "Union" and "Advance," and the three

private houses in East St. Louis, "Montgomery B", "Terminal" and "Columbia", and the private house in St. Louis known as the "Mound City Elevator".

As explained to you before, in five of the largest elevators there are two deputies whose duties are as follows:

One deputy is placed in the elevator near the scales, whose duty it is to supervise the weights and see that the spouts, bins, scales, etc., are in perfect order. The duty of the second deputy is to examine carefully the condition of the cars; examine the seals on arrival at the elevator to see if whole or broken; to see that the cars are carefully unloaded, and that the grain is swept out of the car.

At the mills and private elevators whose business is less, one deputy is deemed sufficient, and his duties combine those of the two deputies in the large houses. The reports of the condition of cars are surprising, and explains to our committee the reasons of many large shortages that have formerly been reported.

In connection with the work of this department in St. Louis, Superintendent Jas. H. Warren, with the permission of the Committee on Weights, has made special trips to outside points to investigate carefully the reasons of repeated reported shortages. His reports were most gratifying, for in each instance the fault was found at the other end, proving that the weighing under our department is carefully attended to and our weights correct.

ILLINOIS RAILROAD AND WAREHOUSE COMMISSION.

On October 1st, according to the rule passed by the Board of Directors of the Merchants' Exchange, deputies were placed in the two public elevators in East St. Louis—the "Advance" and the "Union". These elevators, however, refused to allow our men to remain there for the supervision of weights, and referred us to letter of James S. Neville, Chairman of the Railroad and Warehouse Commission, demanding that they refuse admittance to their elevators to our supervisors.

In the opinion of this committee the rule that was passed by you on September 22d cannot consistently be enforced until such time as the Department of Weights has supervision in the above two public elevators in East St. Louis. It is to be hoped that in a very short time proper arrangements can be made.

DESTINATION WEIGHTS.

I again refer you to the rule passed by your body September 22d, which rule insisted that all grain shipped from this market be weighed under the supervision of the Department of Weights. This rule has not been lived up to nor enforced, nor has this committee deemed it advisable to ask you to enforce it, owing to conditions as above cited you in reference to the two public elevators in East St. Louis, and until the

Department of Weights has complete supervision in all public elevators it is their opinion that this rule be not strictly enforced, though they do urge all commission men, for their own benefit, and the benefit of the shippers, to adhere to this rule, if possible.

WAGON SCALES.

This department now supervises the weighing at eleven of the most important wagon scales—two in East St. Louis and nine in St. Louis. It also supervises the weighing of barley at the Anheuser-Busch Brewing Co. and the Lemp Brewing Co., and satisfactory arrangements will soon be made for the supervising of the weighing of the balance of the barley handled in this market. Our wagon scales are close to the railroad on both sides of the river, and are convenient to the feed dealers, so there should be no excuse for not demanding supervision of weights under the Merchants' Exchange Weighing Department in accordance with the rules passed by the Board of Directors.

The railroads promised the former committee that they would afford better protection to grain and hay on team track while being unloaded, but shortage complaints came in right along, and after careful investigation it was found that for the better protection of cars on team track, special watchmen were necessary. These watchmen were appointed, and at the present time five of them have been granted special private watchman's license by the City of St. Louis.

Since the establishment of this supervision very few shortages have been reported. The conditions that existed prior to the establishment of this supervision have surprised the members of this committee, the commission men and the feed dealers, for the wastefulness and stealing of grain and hay while on team track must have amounted to thousands of dollars yearly.

SACKING GRAIN.

During the three months of the present year—viz., January, February and March—a number of commission merchants, instead of sacking their grain in elevators, had it sacked in various railroad yards. To meet their demands the proper supervision was supplied them, and the amount of business in this line was considerable. This feature of the business, however, has been abandoned, as the railroad companies refused to allow the sacking of grain in their yards, and it is now handled as formerly, either in warehouses or in elevators.

TARE.

At the present time the Illinois State Warehouse Commission permits the dockage of 3 pounds per 1,000 to cover the loss for dirt, etc., on grain unloaded at public elevators. The private elevators, mills, etc., also avail themselves of this dockage. In Missouri this same rule has been in effect, but recently the Missouri Warehouse Commission

has rescinded same, but informs us that this applied only to the public elevators, for they have no jurisdiction whatever over the private elevators, mills, etc. Our committee has been presented with a request from shippers that inasmuch as the public elevators in Missouri are not permitted, according to Missouri Warehouse rules, to avail themselves of this dockage, that we ask the Board of Directors to have the private elevators, mills, etc., conform with the Missouri W. H. C. rules. Our committee learns that the Illinois W. H. C. also expect at an early date to abolish this custom of tare. Therefore our committee in passing upon the complaint, has decided that inasmuch as this three pounds per 1,000 dockage is a custom of long standing, and the abolishing of the tare in Missouri would discriminate against the private elevators and mills in St. Louis proper, no request be made to the Board of Directors for their ruling on this question until such time as the rules and laws of both the Missouri W. H. C. and the Illinois W. H. C. coincide.

CONDITION OF CARS.

This department keeps a very careful report of the condition of all cars arriving in this market, and you will see by the report made the large number of cars that arrive either out of condition or with the seals broken, and it is the wish of this committee that I call upon the Board of Directors to take such steps as they deem proper to prevail upon the railroad companies to furnish better equipment for carrying grain to this market.

REPORT FROM JANUARY 1ST TO DECEMBER 1ST, 1903.

22,517 unloaded cars.
 10,820 loaded cars.
 101,919 sacks unloaded.
 2,596,160 bushels loaded in barges.
 53,709 wagons loaded.

Out of the above number of cars unloaded there were reported:

Cars leaking at grain door	2,739
Cars leaking at end window	266
Cars leaking at boxes	1,553
Cars leaking over grain door.....	215
Total	4,773
Cars reported not sealed	2,450

Yours very truly,

JOHN E. GERAGHTY, *Chairman.*

TRAFFIC BUREAU.

St. Louis, Mo., December 19th, 1903.

To the Board of Directors of the Merchants' Exchange:

GENTLEMEN—The work of the bureau in the year just passed has resulted in many favorable adjustments of rates for this market, which have been outlined in circulars mailed to our members.

The nature of the work is such as we secured in the publication of through rates on grain, from points on the C., R. I. & P. Ry. in Oklahoma and Indian Territory to St. Louis, where rates were formerly the combination of the locals on Kansas City.

Arranging with the Southeastern lines for the acceptance of any billing, in reconsignment of grain to the Southeast, where Missouri River billing had formerly been accepted.

The filing of a complaint with the Illinois Railroad and Warehouse Commission against the reconsigning charge at East St. Louis, the hearing resulted in a favorable decision, secured early in January, which has saved the trade thousands of dollars this year; on one line it being estimated at over \$15,000.

There were fourteen grain circulars sent to members, showing changes, comparative rates and other useful information.

The bureau keeps up one of the most complete tariff files in this country for the information of members, and has had more requests for rates this year than any year since the office was opened. Many members who do not seem to know of this part of our work we feel could make use of this feature of the bureau to their advantage.

Much other work of a routine nature, with which you are familiar, has been carried on, and which has proven profitable and beneficial to our members.

FOR THE BOARD OF MANAGERS,

W. P. KENNETT, *Chairman.*

REPORT OF THE TREASURER FOR 1903.

CURRENT ACCOUNT.

RECEIPTS.

Cash on hand January 1st.....	\$	4,023 67
Received from Assessments.....		68,475 00
" " Transfer Fees.....		2,480 00
" " Rent Telegraph Counters.....		1,900 00
" " Interest.....		1,035 68
" " Drawer Rent.....		726 25
" " Samples and Sweepings.....		200 00
" " Non-Residents Tickets.....		165 00
" " Imprinted Revenue Stamps.....		13 48
" " Rent of Transportation Desks.....		30 00
" " Fines.....		1 00
		<u>\$79,050 08</u>

EXPENDITURES.

Salaries.....	\$19,185 00
Telegraph Account.....	12,404 42
Department of Weights.....	6,709 58
Traffic Bureau.....	4,887 40
Transferred to Real Estate Account.....	1,600 00
Attorney's Fees and Court Costs.....	1,338 70
Redemption of Memberships.....	1,250 00
Printing and Stationery.....	1,128 03
Telephones.....	1,000 00
Annual Report.....	917 00
New Blackboards.....	801 80
Flour Inspectors.....	629 99
Attorney of the Exchange.....	500 00
Soap and Towels.....	446 91
Taxes.....	377 10
Postage.....	371 32
New Trading Pit.....	318 60
Delegation to National Board of Trade.....	300 60
Assessment National Board of Trade.....	300 00
Renovating Furniture.....	278 65
Delegation to Levee Convention, New Orleans.....	245 65
Civic Parade, May 2nd.....	192 80
Delegation to Jefferson City.....	182 65
Repairs.....	181 45
New Chairs, Curtains, etc.....	168 10
Removing Fountain.....	166 00
Ice.....	161 75
Books, Papers and Price Currents.....	140 20
Brooms, Dusters, etc.....	137 15
Delegation to River Convention, Davenport.....	130 14
Insurance on Furniture.....	127 50
Belcher Water.....	120 00
Delegation to National Hay Convention.....	100 00
Power for Electric Fans.....	95 40
Board of Directors.....	87 07
Judges of Election.....	69 80
Reception to Hon. David R. Francis.....	68 00
Delegation to Millers' Nat'l Federation, Detroit.....	65 80
Entertainment Mississippi River Commission.....	35 00
Sundries.....	112 55
	<u>\$57,260 11</u>

Balance on hand December 31st, 1903..... \$21,789 97

REAL ESTATE ACCOUNT FOR 1903.**RECEIPTS.**

Balance on hand January 1st.....	\$	167	18
Received from Rentals.....		49,663	18
" " Current Account.....		1,600	00
" " Interest.....		103	43
	\$	51,533	79

EXPENDITURES.

New Improvements.....	\$	19,472	60
Employees.....		8,186	05
Taxes.....		7,489	41
Coal, 1,861 tons.....		3,417	90
Repairs and Renovations.....		3,165	45
Bonds Paid.....		3,000	00
Interest on Bonds.....		2,910	00
Water License.....		1,763	50
Supplies for Engineer and Janitor.....		562	94
Removing Ashes and Sweepings.....		338	75
Elevator Insurance.....		217	50
Electric Light.....		214	12
Telephones.....		205	00
Power for Electric Elevators.....		89	78
Boiler Insurance.....		60	00
Night Signal Service.....		36	00
Sprinkling Tax.....		82	10
Inspecting Elevators and Boilers.....		27	00
Uniform for Elevator Boys.....		9	00
Printing.....		6	25
		51,103	85
Balance on hand December 31st, 1903.....	\$	430	44

Paid on Bonded Debt during 1903.....	\$	8,000	00
Bonded Debt Unpaid (not due).....	\$	72,000	00

GEO. H. MORGAN,
Secretary and Treasurer.

We, the undersigned, a Committee appointed by the President, do hereby certify that we have examined the accounts of the Secretary and Treasurer for 1903, and find the same to be correct, with the proper vouchers on file for expenditures and balances in bank as follows:

To the Credit of Real Estate Account.....	\$	430	44
To the credit of Current Account.....		\$21,789	97

H. R. TODD,
EDW. A. FAUST,
JOHN E. GERAGHTY, } Committee.

St. Louis, January 2nd, 1904.

RESOLUTIONS

ADOPTED BY THE BOARD OF DIRECTORS DURING 1903.

NATIONAL GOOD ROADS CONVENTION.

JANUARY 13TH: Messrs. J. H. Dieckman, G. J. Tansey, C. H. Spencer, Geo. D. Barnard, A. L. Shapleigh, F. D. Hirschberg, A. H. Handlan, Ben B. Graham, and H. A. Diamant were appointed a committee to solicit subscriptions toward the expenses of the National Good Roads Convention, to be held in St. Louis in April next.

AMENDMENTS TO INSURANCE LAWS.

JANUARY 22ND: Messrs. Rolla Wells, G. J. Tansey, E. O. Stanard, Walker Hill, Edward Devoy, O. L. Whitelaw, L. B. Brinson, W. L. Green, Jr., O. L. Teichmann, Wm. P. Kennett, D. R. Francis, C. H. Huttig, Peyton T. Carr, and Frank Galennie were appointed a committee to meet in general session with the House and Senate Committee on Insurance at Jefferson City, January 28th.

INCREASE IN THE NAVY.

FEBRUARY 10TH: The President and Board of Directors of the Merchants' Exchange of St. Louis would respectfully represent that the commanding position which the United States now holds among the nations of the world requires that Congress and the President be enabled at all times to command due regard to the wishes and policies of the government by other nations, and to protect the maritime commerce of the country, and to this end that the navy should be so increased as to be in a position to enforce if necessary the just demands of the Government.

EXCURSION RATES TO THE WORLD'S FAIR.

FEBRUARY 28TH: *Whereas*, It is of vital importance, in order to secure a large attendance at the World's Fair, that railroad companies terminating in St. Louis should make reduced rate excursion tickets from all points on their roads, both during the Pre-Exposition and Exposition periods, and,

Whereas, The Louisiana Purchase Exposition Company has made application to said railroad companies to establish such rates, but the said companies have declined to do so on the ground that such tickets can only be issued as personal contract between the original purchaser and the company, and non-transferrable, in order to be sold at a re-

duced rate, and that there being no law in the State of Missouri punishing the fraudulent alteration or the assignment of such non-transferable tickets, they cannot issue the same without great loss, and,

Whereas, In order to induce such railroad companies to issue such tickets and to offer to the traveling public proper protection against the fraudulent practices concerning the alteration of tickets and the sale of non-assignable tickets, said Louisiana Purchase Exposition Co. has had prepared and introduced into the House of Representatives of the Forty-Second General Assembly two bills, to-wit: House Bills Nos. 473-474, the former making the alteration of any railroad ticket a forgery and the latter prohibiting the sale of non-assignable tickets, and requiring the railroad companies to redeem all unused portions thereof, and,

Whereas, In the opinion of this body it is of the utmost importance that said bills be enacted into law;

Now, Therefore, Be It Resolved, That the General Assembly of the State of Missouri be, and it is hereby requested, to give due consideration to said bills, and to give them the sanction of Legislative approval at the earliest possible date.

GRAND CIVIC FESTIVAL.

MARCH 28TH: Messrs. D. I. Bushnell, G. F. Langenburg, Web M. Samuel, H. L. Brinson, C. F. Beardsley, R. P. Annan, W. K. Stanard, George H. Plant, M. G. Richmond, R. J. Pendleton, N. L. Moffitt, and Alex. H. Smith were appointed a committee to attend a meeting to be held March 30th, to consider arrangements for a Grand Civic Festival for April 24, 25, 26.

GRAND BOULEVARD SYSTEM.

APRIL 14TH: The Board of Directors of the Merchants' Exchange of St. Louis have reviewed with much interest the report of the King's Highway Commission, in which a detailed and systematic plan is proposed for a Grand Boulevard System connecting the parks and affording to the people of St. Louis pleasure grounds for recreation and the enjoyment of the beauties of nature.

The Board most heartily endorses and approves the recommendation of the Committee for the establishment of a boulevard system, and urges upon His Honor, the Mayor, and the Municipal Assembly, to take early action looking to the carrying out of the plan as embodied in the report of the King's Highway Commission.

GOOD ROADS CONVENTION.

APRIL 14TH: Messrs. Geo. J. Tansey, Edward Devoy, John H. Deickman, Otto L. Teichmann, Henry R. Whitmore, Isaac M. Mason, Roger P. Annan, A. H. Handlan, D. I. Bushnell, Fred Hattersly, Harry B. Hawes, W. R. Wilkinson, J. J. Wertheimer, Chas. Parsons, W. H. Lee,

George D. Barnard, Thos. K. Neidringhaus, and C. W. Mansur were appointed delegates to the National and International Good Roads Convention, to be held in St. Louis April 27-29th.

CIVIC PARADE.

APRIL 14TH: An invitation to participate in a Civic Parade on May 2nd, in connection with the dedication ceremonies of the Louisiana Purchase Exposition was accepted, and Messrs. Edw. Devoy, W. A. Gardner, O. L. Teichmann, T. H. Francis, Edw. A. Faust, Alex. H. Smith and Lewis T. Tune were appointed a Committee of Arrangements.

SCUDDER FOUNTAIN.

MAY 12TH: The Board presented the Scudder Fountain to the city, to be placed in Fountain Park.

NATIONAL HAY ASSOCIATION.

MAY 12TH: Messrs. John Mullally, D. P. Byrne, H. F. Langenberg, D. W. Clifton, Fred Delbel, R. S. Young, W. J. Rae, H. W. Mack, J. O. Allen, John J. Schulte, B. F. Dally and W. H. Karns were appointed delegates to the Tenth Annual Convention of the National Hay Association, to be held in Chicago June 16-18th.

OVERFLOW IN MISSISSIPPI AND MISSOURI VALLEYS.

JUNE 1ST: The President was requested to call a public meeting on the Exchange at noon June 2nd to raise subscriptions to the sufferers by the overflow.

MILLER'S NATIONAL FEDERATION.

JUNE 1ST: Messrs. T. R. Ballard and R. P. Annan were appointed to represent the Merchants' Exchange at the convention of the Millers' National Federation, to be held in Detroit June 3rd-5th.

TERMINAL LOOP ORDER.

JUNE 16TH: The Board of Directors of the Merchants' Exchange of St. Louis, believing that the Terminal Loop at the west end of the Eads Bridge is a necessity demanded by the traveling public in order that the annoyance of the tunnel may be avoided and also that the bridge may be more free for the passage of freight trains, heartily endorse the action of the City Council in passing the Terminal Loop Ordinance, and respectfully but most earnestly urge its passage by the House of Delegates.

THE ASSOCIATED EXCHANGES OF THE UNITED STATES.

JUNE 16TH: Mr. W. P. Kennett was appointed a delegate to a meeting to be held in Chicago June 26th, to consider the question of forming an association composed of the principal Exchanges of the United States.

TRANS-MISSISSIPPI COMMERCIAL CONGRESS.

AUGUST 11TH: Messrs. E. O. Stanard John A. Ockerson, Isaac M. Mason, C. H. Spencer, O. L. Whitelaw and H. F. Langenberg were appointed delegates to the meeting of the Trans-Mississippi Commercial Congress, to be held at Seattle, Wash., August 18th-21st.

LEVEE CONVENTION.

AUGUST 11TH: Messrs. E. O. Stanard, Frank Galennie, Walter E. Orthwein, Chas. H. Teichmann, P. S. Drown, E. F. Shoening and Geo. H. Morgan were appointed delegates to the Levee Convention, to be held at New Orleans October 27th.

UPPER MISSISSIPPI IMPROVEMENT CONVENTION.

SEPTEMBER 14TH: Messrs. Isaac M. Mason, Isaac P. Lusk, and Frank Galennie were appointed delegates to the meeting of the Upper Mississippi River Improvement Convention, to be held at Davenport, Iowa, October 21-22.

GOVERNMENT GRAIN INSPECTION.

NOVEMBER 10TH: The Board adopted the report of the Grain Committee recommending that uniform grades of grain be established at all ports of clearance under the supervision of United States Government Inspectors.

HARBOR OF ST. LOUIS.

NOVEMBER 10TH. The Board adopted the following resolutions:

Whereas, The excessive width of the Mississippi River, north of the Merchants' Bridge and south of the Eads Bridge, and the contraction of the river between the two bridges, is supposed to have been the cause of the great damage done St. Louis and East St. Louis by the floods in June, 1903; and

Whereas, The damage done to the railroad embankments in the American bottom, opposite St. Louis, and caused by this year's flood, deprived St. Louis for nearly a month of its railroad facilities; and

Whereas, The condition of the river bed is such that repetitions of such disasters may be expected.

Now, Therefore, Resolved, That the members of Congress and the Senators from Missouri are hereby requested to urge the Secretary of War to cause plans and estimates to be made for the improvement of the Mississippi River, extending from the Missouri River southwardly to a line about two miles south of the southern limits of the City of St. Louis, and, if convenient, to have the report and estimate filed with the Committee on Rivers and Harbors in time for the approaching session of Congress.

LETTER TO HON. T. E. BURTON, CHAIRMAN COMMITTEE ON RIVERS AND HARBORS
DECEMBER 8TH.

The suggestion that our Board wish to make in reference to the Mississippi River above and below St. Louis, and opposite the city, is

this: That the Government in granting the charters for the two bridges at St. Louis and the establishment of the harbor line has contracted the river opposite the central portion of the city to such an extent as to prevent the discharge of the water as fast as it comes from the Missouri and Upper Mississippi Rivers.

In consequence of these conditions the velocity of the water is checked above the bridges and the silt carried in suspension drops, and the flood lines are raised and endangers all industries in the bottom lands on both sides of the river and nearly all railroad terminals.

To prevent this damage it is necessary, in our opinion, to contract the river up to the mouth of the Missouri, so as to increase the velocity of the current and thus improve navigation, and, incident thereto, it will tend to protect the lowlands, but not as much as the construction of levees below Cairo.

We wish to call your attention especially to the fact that in the great commercial centers the transportation across rivers is, at least, of paramount importance to navigation along the river, and we therefore request the government to consider the matter and to take steps to improve the harbor of St. Louis, so that transfer boats can remain in operation at all points during the low stages of the river.

The leading business men and managers of railroads in the Great American bottom, opposite St. Louis, containing over 100,000 acres of land, are now organizing to develop a plan for drainage and protection from overflow, and we think when fully organized that they will co-operate with the Government and build the levees for their own protection.

INTERSTATE COMMERCE LAW.

DECEMBER 8TH: *Resolved*, That to make the Act to Regulate Commerce effective, greater power and control should be given to the Commission, and Congress should be urged to pass such laws as will fully safeguard and promote both the public and transportation interests and give force and effect to the findings and rulings of the Commission.

NATIONAL BOARD OF TRADE.

DECEMBER 17TH: The Board of Directors tendered the resignation of the Merchants' Exchange and withdrew from membership in the National Board of Trade.

BURNING OF IROQUOIS THEATER AT CHICAGO.

DECEMBER 31ST: The following resolution was adopted and telegraphed to the Mayor of Chicago:

Whereas, A great calamity has occurred in our sister city of Chicago in the Iroquois Theater, where several hundred lives were lost, we extend our hearty sympathy to the City of Chicago, as well as to the bereaved families of those whose lives were lost in this terrible calamity.

IMPORTS AND EXPORTS OF THE UNITED STATES.

From Bureau of Statistics, Department of Commerce and Labor,
Washington, D. C.

IMPORTS AND EXPORTS.	YEARS.			Increase (+) or decrease (-) twelve months 1902 and 1903.
	1901.	1902.	1903.	
MERCHANDISE.				
Imports—Free of Duty.....	\$ 381,512,618	\$ 408,640,209	\$ 437,416,648	\$+ 28,776,439
Dutiable.....	498,907,292	560,676,661	558,056,458	— 2,620,203
Total.....	\$ 880,419,910	\$ 969,316,870	\$ 995,473,101	\$+ 26,156,231
Exports—Domestic.....	\$1,488,078,651	\$1,833,268,491	\$1,457,565,788	\$+124,297,292
Foreign.....	27,297,209	27,417,442	27,102,844	— 815,098
Total.....	\$1,465,875,860	\$1,860,685,933	\$1,484,668,127	\$+123,982,194
Excess of Exports.....	\$ 584,955,950	\$ 891,369,063	\$ 489,195,026	\$+ 97,625,968
GOLD.				
Imports.....	\$ 54,761,880	\$ 44,198,817	\$ 63,267,696	\$+ 21,074,879
Exports.....	57,768,939	86,030,591	44,846,884	+ 8,816,248
Excess of Imports.....		\$ 8,162,726	\$ 20,920,862	\$+ 12,758,136
Excess of Exports.....	\$ 8,022,059			
SILVER.				
Imports.....	\$ 31,148,782	\$ 26,402,985	\$ 28,974,506	\$— 2,426,427
Exports.....	55,688,858	49,272,964	89,198,983	— 10,074,021
Excess of Exports.....	\$ 24,491,576	\$ 22,870,019	\$ 15,224,425	\$— 7,646,594

IMPORTS AND EXPORTS OF MERCHANDISE.

IMPORTS.	1900.	1901.	1902.	1903.
January.....	\$ 75,897,102	\$ 69,307,080	\$ 79,188,192	\$ 85,174,786
February.....	68,833,941	64,501,699	68,350,459	82,622,246
March.....	86,622,456	75,886,834	84,227,082	96,230,457
April.....	76,510,262	76,695,131	75,822,268	87,682,106
May.....	71,653,525	78,642,703	75,689,087	79,035,137
June.....	61,001,367	68,404,657	73,115,084	81,999,777
July.....	63,659,692	73,082,435	70,147,874	82,187,823
August.....	61,820,488	78,127,217	78,923,281	82,049,262
September.....	59,568,600	66,826,813	67,736,346	81,816,642
October.....	70,631,034	81,446,763	87,424,070	81,921,147
November.....	65,354,040	72,566,307	85,896,170	77,093,434
December.....	68,697,207	79,929,271	94,356,987	77,750,284
Totals—12 months ending December.	\$ 829,149,714	\$ 880,419,910	\$ 969,316,870	\$ 995,475,101
EXPORTS.	1900.	1901.	1902.	1903.
January.....	\$ 117,597,148	\$ 136,325,601	\$ 129,145,180	\$ 135,992,269
February.....	119,426,985	112,957,014	101,569,635	125,886,024
March.....	134,157,225	124,478,643	106,749,401	132,093,564
April.....	118,772,580	120,754,190	109,169,873	109,827,215
May.....	113,427,849	124,667,911	102,321,531	100,929,591
June.....	108,651,957	102,774,263	89,340,488	95,222,846
July.....	100,452,807	109,452,510	88,790,627	91,813,495
August.....	103,575,965	108,024,209	94,942,310	89,446,457
September.....	115,901,722	106,989,926	121,236,384	110,364,840
October.....	163,389,680	145,659,415	144,327,428	160,388,508
November.....	136,702,324	136,455,639	125,200,618	160,268,550
December.....	145,889,871	136,941,539	147,992,408	174,734,368
Totals—12 months ending December.	\$1,477,946,113	\$1,465,875,960	\$1,860,685,933	\$1,484,668,127
Total Imports and Exports...	\$2,807,095,827	\$2,845,795,770	\$2,330,002,803	\$2,480,141,228
12 months ending Dec.; Excess of exports.	\$ 648,796,399	\$ 584,955,950	\$ 301,369,063	\$ 489,195,026

EVOLUTION OF THE WORLD'S FAIR,

HOW THE UNIVERSAL EXPOSITION OF 1904 HAS GROWN TO UNFORSEEN MAGNITUDE.

By WALTER B. STEVENS, Secretary Louisiana Purchase Exposition.

The principal exhibit palaces of the Universal Exposition of 1904 cover 128 acres. Large as they are, the space under roof was over applied for long before entries of applications closed. The result is an Exposition by selection. The management has been able to insist upon the rule of movement and processes taking the place of the usual inanimate exhibits.

By way of single illustration, the Mines and Metallurgy Department at Chicago was contained in a building 350x700 feet, the area being about $5\frac{1}{2}$ acres. The Mines and Metallurgy Palace at St. Louis provides more space for mining industries and exhibits than was offered by the three expositions at Chicago, Buffalo and Omaha. Large as the Palace of Mines and Metallurgy is, it by no means comprises all there is of mines and metallurgy at the Exposition. Adjacent to the Palace is a ravine known as "The Gulch," extending southward into forest, utilized for most interesting outdoor exhibits.

In the hill which constitutes a portion of this space tunnels and drifts will be driven, and in these will be shown the methods of drilling, timbering, and ventilating mines, and the underground transportation and handling of ores.

A coal mine on a two-foot seam of coal discovered within the Exposition grounds, a lead and zinc mine, and a copper mine, each separated from the other, will be opened within the outdoor space described above. These will be supplied with a full equipment for the handling and transportation of ores, and with pumps for drainage, and in them will be shown the different systems of draining, illuminating, and ventilating mines. These three separate mines will be connected by an electric mine railway, which will have a total length of more than 2,000 feet.

Notwithstanding additions to the number of exhibit palaces until the acreage under roof exceeds that of Chicago, fifty per cent, the pressure for space has been far in excess of the provisions. Several

departments could have utilized three times the floor space of their buildings. There is no department that has not had more applications than could be accommodated. Especially noticeable is the pressure on the part of foreign countries, nearly all of which increased their requests from first estimates.

Perhaps in no direction has been the growth of the Exposition, beyond original plans, more impressive than in the provision for power. At Chicago the power plant had a capacity of 12,000 H. P. At Paris there was provided 20,000 H. P. The capacity already provided at St. Louis, with a possibility of increase, is 40,000 H. P. The plan and scope of this Universal Exposition in the beginning announced that live exhibits, processes rather than products, would be insisted upon so far as practicable. Exhibitors have met the rule of the Exposition management in this respect. They have asked space for so many forms of mechanism that it is necessary to have a power plant with twice the capacity of that at Paris and more than three times the capacity of that at Chicago.

Extraordinary as the area of the Universal Exposition is, it has not proven to be excessive. When the exhibits palaces were found to be insufficient to accommodate the pressure, resource was had to outdoor exhibits. There are over two hundred acres devoted to these classes of exhibits.

The World's Fair of 1904 will abound in features which will leave upon visitors indelible impressions. The first glimpse is of countless towers, domes and steeples among the tree tops. The great central scene is around a Grand Basin and Plaza, with walls on either side furnished by the majestic facades of exhibit palaces, the farther end filled in by terraces, cascades, colonnade, Festival Hall and the pavilions rising hundreds of feet from the water, and everywhere, for foreground, background and border, the forest.

There is no sameness; no monotony in the physical features. Every view, every different part of the grounds has its distinctive character. Here is a sunken garden, long, narrow, a ribbon of variegated color with the quaint front and overhanging roof and obelisks of the Palace of Mines on one side; on the other the immense arches and columns of the Palace of Liberal Arts. Turn about and you face something entirely different—a lagoon of crystal water, its angled course under quaint arched bridges with green terraces rising on either side and the shadows of overhanging maples frequent. Next you come to an avenue winding upward through the forest, leading apparently away from the scenes of activity, and yet, but a few steps, you find yourself in the midst of the mansions of many States, scattered about upon wooded knolls and slopes. Hospitality is to be one of the great features of this Exposition. The social side of American official life will

find its most perfect expression in half a hundred great reception rooms along Commonwealth Avenue, Colonial Avenue and the ways leading therefrom.

There is another striking contrast when the visitor leaves the Plateau of States and descends into the Place of All Nations. Townhalls and villas and reproductions of famous structures in many lands are surrounded with large gardens closely typical of the various countries represented.

In May, 1901, the Louisiana Purchase Exposition Company entered upon the period of physical preparation. The only experience to guide was that learned from the World's Columbian Exposition of 1893. The company was granted by the City of St. Louis the western half of Forest Park. This gave ground of practically the same acreage as the site occupied at Chicago, about 650 acres. Upon the tract the commission of architects representing the whole country laid out nine exhibit palaces, affording somewhat more space under roof than Chicago had. The sum of \$5,000,000 was appropriated from actual cash in hand and work began. If the original plans could have been adhered to the Louisiana Purchase Exposition Company, greater even than the World's Columbian, would have opened with an expenditure of about \$15,000,000, but the management was forced speedily to take into account two new conditions. One of these conditions was the great progress made by the United States in the decade since 1893. The other was the increased interest and respect felt by the rest of the world in this nation. Within three months after the President of the United States issued his invitation to the nations to participate in this world's fair it was apparent that provisions far beyond those made at Chicago were absolutely essential.

Fifty-three foreign governments have provided in actual appropriations and estimates for expenditures of \$7,017,250 at this exposition. Such is the situation five months before the exposition opens. Every week brings additional acceptances and new information of foreign appropriations. The participation will be practically universal and the amount of expenditures by other countries will exceed \$8,000,000. For the exposition at Chicago the total expenditures were \$5,769,098. The countries and colonies participating at Chicago were 43.

The states, territories and islands of the United States five months before the opening have provided for expenditures amounting to \$6,749,986. Twelve legislatures will meet this winter and in several instances appropriations will be increased. At Chicago the states and territories expended altogether \$5,414,031. At St. Louis the expenditures of the sub-divisions of the United States will be more than 50 per cent greater.

Provisions for the greater expenditure by other nations and by states and territories have entailed unlooked for expenditures by the exposition company. At St. Louis there was the advantage of a site

of great natural beauty and adaptability, but the space which had to be prepared for mansions of 42 states and territories and for other buildings of organizations was three times as large as that occupied for like purposes at Chicago, where scarcely 30 structures, most of them smaller, were erected.

The foreign buildings and their gardens at St. Louis occupy three times the ground devoted to like construction at Chicago. The mileage of walks and roadways and of electric conduits and water-pipes and sewerage nearly quadruples that of Chicago.

Over 300 acres of space will be occupied with outdoor exhibits, making altogether nearly 350 acres of exhibits.

This does not take into account the thirty-five acres which will be wholly occupied by the exhibits from the Philippines. Two years ago Governor Taft of the Philippines laid before the Exposition Company his plans for adequate representation of the Archipelago's resources and peoples. He asked co-operation. The Exposition Company appropriated \$100,000 to aid in the Philippine Exhibit, believing that the interest of prospective visitors of the Exposition justified such an unusual expenditure of the corporation's funds. About a year ago the plans of the Philippine Exhibit Board had been so enlarged that the need of greater expenditure was felt. The Exposition Company advanced \$100,000 additional to assist in making the Philippines exhibit entirely worthy of the Archipelago. These expenditures were, of course, unforeseen in the beginning.

Prompted by the feeling that the live stock interests of this country have not heretofore received the recognition due them at Expositions, the Company has set apart sixty acres for the live stock department and has appropriated \$350,000 for it. The sum is more than twice what was devoted to this department at Chicago.

Finding in the settlement and development of the Mississippi Valley a wealth of material heretofore neglected, the Exposition management has expended among the sculptors of the United States \$500,000 for statuary, historical and idealistic, well calculated to stimulate not only pride but higher inspirations in the minds of the American people.

On the first day of January, 1904, twelve of the sixteen exhibit palaces provided for the Universal Exposition of 1904 were complete. The remaining exhibit buildings were over eighty-five per cent complete. There never before was an exposition in a state of forwardness equal to that. On the date mentioned there had been received 80,000 packages of exhibits. There were on the water and on cars thousands of tons en route. Thirty state buildings were either entirely complete or more than half done.

Twenty-five concessions were well advanced in construction. Twelve foreign buildings were approaching completion. In all phys-

ical features and in all exhibit features the Exposition had reached a stage of progress which insured entire completion before the opening day, April 30, 1904.

A school of unfortunate children, born without the usual faculties, undergoing the peculiar training which has been devised for defectives, illustrates the twentieth century development of education. It will be an attractive feature of the Department of Education. Art at this World's Fair is not synonymous with antiquity or confined to Old Masters. A contemporaneous division to include works produced since the Columbian Exposition of 1893 shows the world is not at a standstill in art expression. The alchemist's laboratory in operation illustrates in Liberal Arts the progress of chemistry. In the art preservative the most advanced mechanisms for printing are operative exhibits. The two great palaces devoted to Manufactures and Varied Industries are the battle field of competition among the nations for there foreign industrial exhibits are in rivalry of skill and elaborateness. Prime movers from 8,000 horse-power, from flywheels twenty-eight feet in diameter, from engines as large as three-story houses down to the electrical motors infinitesimal by comparison, are marshaled in the Palace of Machinery. "The industrial life blood of the new time," as electricity has been called, courses in generators, dynamos and transformers, showing in endless variety the uses of the mysterious current through the realms of chemistry, telegraphy, light and heat.

Aerial navigation is recognized as a possibility and has its course through the air prescribed for tests of speed and control as well as its group of airship stables. Agriculture masses in turn the wonderful developments in the staples, corn, cotton, tobacco, wheat and the exhibits range through all the ramifications of meat and drink to the latest breakfast food of queer title. The center of Horticulture in a space with unobstructed view as large as a city block is the array of table fruits. In every department is an impressive central feature around which the countless exhibits appear by classes and groups.

Those who have been familiar with art exhibits at expositions affirm without qualification that this department of the Universal Exposition of 1904 will surpass in comprehensiveness and in high character any art exhibit ever made even in the distinctive home of art, Paris. Almost every country in the civilized world entered an application for space in the Art Palace. These applications in the aggregate far exceed the capacity. After the permanent Art Palace and two very large annexes had been provided, it was found necessary to erect a pavilion especially for the exhibition of statuary in order to give more space for paintings in the main buildings. A feature which will characterize this World's Fair in respect to the art display in the sculpture garden. In the immediate vicinity of the

Palace of Art will be laid out grounds having walks and flower beds and shrubbery and the grand forest trees. Scattered through this garden will be sculpture exhibits of the class known as outdoor sculpture. They will be shown where they belong and amid the surroundings which will present the works of the sculptors in the best possible conditions.

Very interesting and notable in the Art Palace will be a contemporaneous division devoted to works produced since the World's Columbian Exposition in 1893. This will enable visitors to judge of the progress of art, especially in the United States during the past decade. These more recent works of art will be passed upon by an international jury and awards will be made.

There is also what is known as the retrospective division which includes works of art produced between 1803, the date of the treaty of Purchase of Louisiana, and 1893, the date at which the contemporaneous division begins.

There will be loan collections presenting the masterpieces of American private galleries.

Liberal Arts as a department follows Art in the classification of the Exposition. In the Palace of Liberal Arts will be shown, in the midst of exhibits relating to astronomy and engineering, an equatorial telescope weighing 40,000 pounds.

There will be a hospital fully equipped with all of the new appliances used in surgery and hospital work. The great advance of recent years in medical science will be demonstrated by this exhibit.

Musical instruments of endless variety constitute one of the great groups of Liberal Arts. But the chief exhibit in this group will be the largest organ ever built, having 140 stops and occupying the place of honor in Festival Hall.

China will have over 2,000 tons of exhibits at this the first exposition in which that ancient Empire has officially participated. China will be especially strong in Liberal Arts, showing ancient books made in that country thousands of years before Guttenberg was born. A printing office from China, making plain the methods pursued in that early period will be set up. There will be exhibits in wood and jet carving of the period when tools for that industry were of the crudest character.

Two great buildings accommodate the Department of Manufactures with over twenty-eight acres of floor space. It has been more difficult to meet demands for room in this department than in almost any other. In manufactures foreign nations are competing with much rivalry in exhibits illustrative of their leading industries. Their needs for space have been pressed with much vigor.

In jewelry the allotments of space already made assure a collection of the ornamental which will be the most extensive ever made.

The array of gems will be the most valuable ever assembled. It will include one of the largest, as well as one of the rarest diamonds in existence. Workshops of the gold and silversmith will produce finished specimens of the jeweler's art in the presence of visitors.

In textiles there will be such an array of silks from all parts of the world as has never been seen at any previous exposition.

Down the long vista of the Palace of Machinery are three columns of prime movers, engines, condensers, generators, pumps, the moving machinery going to make up the power plant occupying an area of over 200,000 square feet. The power will, for ordinary uses, reach 40,000 horsepower, with the possibility of an emergency addition of 10,000 horsepower. A single steam engine with its elastic generator has a weight of 500 tons and a valuation of \$150,000. There will be in close association a gas engine from Tegel, near Berlin, Germany; a high-speed steam engine from Harrisburg, Pennsylvania; a medium-speed steam engine from Cincinnati, Ohio; a low-speed steam engine from Burlington, Iowa; a turbine water wheel from San Francisco, operated by water forced through a steam pump, from Jeansville, Pennsylvania; a 3,000 horsepower gas engine from Seraing, Belgium; an 8,000-horsepower steam turbine from New York; another steam turbine from Pittsburg and four reciprocating steam engines from other localities. These prime movers arranged in columns of power-makers will present a scene such as has never been witnessed before. There will be three of these columns of power-producers, the units in which will be drawn from Great Britain, France, Sweden, Belgium and every part of the United States.

A gas engine of 600-horsepower at the Paris Exposition four years ago was the great item of attraction in machinery. At St. Louis there will be a gas-engine of 3,000-horsepower, having a flywheel weighing thirty-four tons. In the Steam, Gas and Fuel building, adjoining the Palace of Machinery, will be boilers which will require a supply of 400 tons of coal every twenty-four hours.

Exhibits in electricity have been offered until the Palace set apart for that department has proven utterly inadequate to accommodate them. The scepticism that prevailed at one time about sufficient demand for space to occupy the entire structure has been dissipated. The intending exhibitors of electrical appliances became so insistent as to raise the question whether it would not be necessary to roof a large court in order to furnish additional accommodations. In the Palace of Electricity will be shown a bewildering collection of machines for the generation and utilization of electrical energy. There will be electric motors for railways, for elevators, for cranes, for printing presses and for the operation of every kind of machinery.

In electro chemistry there will be working exhibits showing the reduction of ores by electrolytic process. Nitric acid will be manu-

factured from the air. The purification of water for drinking purposes by electricity will be shown on a large scale.

In the production of light from electricity there have been notable developments scarcely a year old. The world now has nernst, osmium and mercury vapor lamps, and they will be in operation at the World's Fair.

Wireless telegraphy will have its place among electrical exhibits and the largest wireless telegraph station in the world will tower above all structures on the Exposition grounds. From this station commercial messages will be sent to other Western cities. There will be shown the progress inventors have made in the direction of wireless telephony.

The Palace of Transportation has a centerpiece which will impress one of the memories that all visitors will carry away from the World's Fair. In the center of the immense structure upon an elevated steel turntable will be carried a locomotive weighing over 200,000 pounds. The wheels of the locomotive will revolve at a speed of sixty miles an hour while the turntable slowly carries the great engine around and around by electric power. Headlights of piercing brilliancy from dynamos on the locomotive and tender will throw searchlight rays to every part of the building. There are sixty-four doors in the Palace of Transportation from each one of which this great central piece bearing the legend, "The Spirit of the Twentieth Century," will be visible as visitors enter.

In pursuance of the announced intention to encourage competition in aerostatics there has been set apart the Aeronautic Concourse of 1904 on a part of the Washington University tract. There have been erected airship stables. There has been provided a plant to supply great quantities of gas for balloons. The Exposition is doing all in its power to make practicable a demonstration which will win the prize of \$100,000 offered to the airship which shall make the best record over a course marked by captive balloons at a speed of not less than twenty miles an hour. Entries in good faith have been made. The present indications are that the prize will be won under the conditions imposed. There will be balloon races. There will be balloon voyages with the prize depending on the distance covered. There will be balloon ascensions with the prize depending on the altitude reached. Over \$50,000 will be distributed for efficiency in ballooning.

The Palace of Agriculture has the place of honor not only in point of location but in dimensions. It is the largest building on the grounds and the largest ever erected for one exhibit department at any exposition. It faces east and west with a facade over a third of a mile in length. Even with this vast area of floor space the agriculturists have not found sufficient room and have spread over the surrounding grounds with out-of-door exhibits covering over 100 acres.

The space for exhibits in the Palace of Horticulture at the Exposition of 1904 is much greater than ever before provided for horticultural exhibits at any exposition. In the central room of the Palace fruit exhibits will occupy a space of about four acres. The fruits will be grouped about a palm exhibit in the center of the room. From a slight elevation visitors will be able to see the largest display of fresh fruit ever made at an exposition. Elaborate arrangements have been entered into by various state commissions and by representatives of other governments so that there is at present in cold storage an amount of fruit measured by carloads. The space set apart for these fruit exhibits will be completely covered on the opening day. The exhibits will be renewed as often as necessary and will continue throughout the Exposition. On a space of two hundred square feet near the center of the building will be table fruits, no pyramid or installation of over thirty inches in height being permitted. This is with the purpose of affording visitors unobstructed view of the fruit displayed. Outside of this area of two hundred square feet higher installation will be permitted.

The conservatory is a portion of the Palace of Horticulture, 230 feet long by 204 feet wide, and 40 feet in height. In this conservatory there will be plants and flowers of endless variety and from every clime.

The Department of Anthropology will not be confined as has often been the case at expositions, to relics and archaeological exhibits. It will embrace a large tract of ground laid out in the form of a park with locations for villages to be occupied by Indians and representative families of other primitive peoples. The most notable features of the Department will be in what is known as the Industrial building, a large structure occupying an elevation overlooking the villages of the tribes. In this building will be conducted an Indian school with its industrial branches of carpentry, smithing, tailoring, housekeeping and other occupations now taught in the Indian schools conducted by the government. The pupils will be brought from the schools and will be taught during the World's Fair period in the presence of visitors. In the Industrial building will be carried on by Indians representing many tribes, the typical aboriginal industries, such as skin dressing, basket weaving, pottery making and stone chipping. The workers in these industries will be the venerable experts of the various tribes. Thus the visitor will see the aged Indian making arrows and his grandson constructing a wagon under the same roof, illustrating the great advance made by the Red Race since the Purchase of the Territory of Louisiana. The Industrial building itself is an exhibit, having been constructed in part by Indian pupils trained in government schools.

Twenty states and territories and many foreign countries will exhibit in forestry. Their displays will illustrate not only the industry

of forestry but the policy of forestry. Forestry is a rapidly developing science and forest conservation is one of the new vocations in this country. The exhibits, especially those out of doors which will occupy many acres, will illustrate the development of this science and the importance of this vocation.

Interest in the Fish and Game exhibit will naturally be greatest where the live fish and game are displayed by a number of states. The Aquarium located in the Palace of Forestry, Fish and Game occupies a space 185 feet long by 85 feet wide. It has two lines of tanks separated by an aisle fifteen feet wide. There will be pools, the central one forty feet in diameter and five feet deep for marine specimens. These pools will accommodate fish and other water creatures of great size.

In other parts of the building will be groups of live birds, such as the pheasant, the quail and the turkey. Considerable space will be given to displays of hunting equipments and especially to the exhibits of decoys, gun cabinets, tents and camping outfits.

The Exposition of 1904 makes social economy a fully equipped and co-ordinate department in the Division of Exhibits. The regulation of industry and labor by governments is represented notably in exhibits. The work of reform associations will be illustrated. There will be models of factories, of workingmen's houses, of villages from Great Britain, France, Germany and other countries. The section of charities and corrections will illustrate what organized charity is accomplishing in cities.

While a large building will be completely filled with exhibits and apparatus relating to the physical training, these will be the least interesting features of the Department of Physical Culture. A programme of sports and contests beginning in May and continuing through to November has been arranged. It will be carried out on an athletic field constructed at large cost and said to be the finest in the United States. This field contains a stadium of large seating capacity upon concrete foundations. An appropriation of \$150,000 has been devoted to the contests. Naturally the Olympic games, a quadrennial event in which the best men physically of many nations participate, constitute the leading feature of the programme. The Olympiad of 1904 will last an entire week. These ancient games of Greece were revived at Athens in 1896. A second series of them was held at Paris in 1900, where American athletes won nine-tenths of the prizes. The games at the World's Fair will be conducted under the auspices of a special American committee acting with the international committee on Olympic games.

While the Olympic games during their continuance will be of overshadowing interest, they will constitute but very small part of the programme of athletics. That programme will open with events in May;

it will not be completed until the latter part of November. It will include: Two days devoted to deciding the national championship by the Amateur Athletic Union of the United States; bicycling, national interscholastic championship; quoits; the national swimming championship of America, including plunging, short and long distance racing, diving and water polo, as well as college aquatic championships; lawn tennis, a cross-country championship contest; cricket; association football; Gaelic football; an international hurling match; roque championship; basket-ball championship for schools; Young Men's Christian Association and college athletic clubs gymnastic championships; archery for men and women; equestrian polo and lacrosse. There will be a championship meeting for colleges of the Western States and a national intercollegiate meeting, as well as contests among the German Turners of America. Young Men's Christian Association championships, fencing for the championship of the world, wrestling, all weights, for amateurs only, automobile races are also included in the programme.

A liberal appropriation has been set aside for college football and baseball. The handicap college athletic meetings are to be held in the early part of the year. There are schoolboy meetings for the schools of St. Louis, and meetings for the colleges of St. Louis and the colleges of the West, as well as the athletic clubs of St. Louis and the athletic clubs of the West.

For live-stock premiums the Exposition has appropriated \$250,000 to be distributed in more than 26,000 separate awards. No other World's Fair made provision for live-stock on a scale to compare with this either in magnitude or comprehensiveness. There will be 24 classes for horses, 25 classes for cattle, 27 classes for swine, sheep and goats. The prizes offered for swine alone number nearly 3,000. The prizes to be given for poultry and domesticated birds, go so far as to include ostriches, numbering 10,000.

It is the experience of expositions that two things are of primary importance to influence attendance. One is the excursion ticket. That has received much attention. Assurances have been given by the railroads which warrant the expectation that this Exposition will enjoy liberal treatment from the beginning to the end. The Exposition Management has listed 267 national and international conventions which will hold their annual or biennial sessions at St. Louis during the year 1904. From indications this number will be increased to over 300 conventions. The railroads are fully informed that all roads will lead to St. Louis during the coming year and have made their arrangements and their excursion rates accordingly.

These conventions and these special events have immediate and important bearing upon attendance.

Besides the conventions there have been arranged 396 anniversaries, celebrations and programmes. When the statement is made that for Chicago there were 119 special days or conventions within the entire period it will be understood how thorough has been the work to organize the attendance at St. Louis. In addition to the 267 national and international conventions and in addition to the 396 anniversaries and special events there will be the aeronautic contests, the military drills, the band contests and other features to maintain the public interest outside of the architectural beauty, the wonderful array of exhibits and the concession amusement features.

ST. LOUIS.

The fourth city of the United States in population.
The largest and most important city in the Louisiana Purchase.
The largest manufacturer of tobacco in the world.
Has the largest drug house in the United States.
Has the largest woodenware house in America.
Has the largest hardware house in the country .
Is the largest drygoods market west of the Alleghanies.
Has the largest shoe house in the world.
The largest shoe distributing city in the Union.
Is the largest millinery market in America.
The largest inland coffee distributing center.
One of the great railroad centers.
The principal city on the longest river in North America.
The largest hardwood lumber market in America.
Makes more street and railroad cars than any other point.
The largest horse and mule market in the world.
A prominent manufacturing center.
Has the best rapid transit system known.
Will have the greatest World's Fair in history in 1904.
Leads in output of American-made chemicals.
Prominent in manufacture of proprietary medicines.
Receipts of grain in 1903, 68,894,986 bushels.
Receipts of flour in 1903, 2,340,695 barrels.
Flour manufactured in 1903, 1,112,316 barrels.
Flour shipped in 1903, 3,127,096 barrels.
Banking capital and surplus, 1903, \$87,009,412.
Bank clearings in 1903, \$2,510,479,245.
Leads in manufacture of stoves and ranges.
Tonnage received and forwarded in 1903, 35,104,193 tons.
Death rate per thousand in 1903, 17.28.
Largest brewery in the United States.
Has 92 public schools, with 86,484 scholars.
Largest and most complete railway station in America.
Has 23 public Parks containing 2,183 acres.
St. Louis post office ranks first in ratio of expenses to receipts.
Receipts at St. Louis post office in 1903, \$3,111,490.
Pieces of mail matter originating in St. Louis in 1903, 304,907,161.
Is renowned for beautiful residence districts.
Has 19 miles of river front.
Real estate transfers in 1903, \$51,165,625.
Value of buildings erected in 1903, \$14,544,430.

●

●

●

● ●

●

●

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1

ST. LOUIS IN 1903.

Area, square miles.....	1908.	62 1/4
Population.....		700,000
Real Estate and personal, assessed value.....		\$443,865,560
Bonded debt.....		\$23,786,278
Houses erected, number, 4,807; cost.....		\$14,644,480
River front, miles.....		19
Public parks, number, 23, acres.....		2,368
Paved streets, miles.....		464.69
Paved alleys, miles.....		122.46
Sewers, miles, 661; cost.....		\$18,180,700
Conduits for under-ground wires, miles.....		170
Water supply, capacity gallons per day.....		160,000,000
Water supply, average daily consumption.....		66,241,602
Receipts from water licenses.....		\$1,725,140
Public Schools, number, 92; Teachers, 1,897; Scholars, 1908, 86,484; cost.....		\$7,040,809
Union Station, 82 tracks, covers acres.....		11
Railroad lines terminating in St. Louis.....		24
Street Railroads, miles single track.....		337.67
Passengers carried.....		168,866,566
Revenue of the City from taxation.....		\$5,890,460
Revenue of the City from Special Taxes and Licenses.....		\$1,843,068
Death rate per thousand.....		17.28
Post Office, cash receipts.....		\$3,111,490
Post Office, Pieces of Mail originating in St. Louis.....		304,907,161
Tonnage, Total tons received.....		21,920,813
Tonnage, Total tons shipped.....		13,183,350
Manufactures, product, estimated.....		\$290,000,000
Bank clearings.....		\$2,510,479,245
Banks and Trust Companies, capital and surplus.....		\$87,009,412
Tobacco, manufactured, 80,875,428 pounds, value.....		\$26,000,000
Tobacco tax paid.....		\$4,852,525
Breweries, output, gallons.....		86,930,448
Grain, receipts, bushels.....		68,894,986
Flour manufactured, barrels.....		1,112,316
Flour received, barrels.....		2,840,636
Public Elevators, 10; capacity, bushels.....		8,500,000
Private Elevators, 21; capacity, bushels.....		2,485,000
Lead received, pigs.....		2,407,606
Zinc and Spelter, slabs.....		2,144,585
Cattle received, number.....		1,209,121
Hogs received, number.....		1,785,873
Sheep received, number.....		565,836
Horses and Mules received, number.....		137,711
Cotton, receipts, bales.....		577,582
Coal (all kinds) received, tons.....		6,534,785
Dry Goods.....	Sales.....	\$50,000,000
Millinery.....	"	\$7,500,000
Notions.....	"	\$4,000,000
Vehicles.....	"	\$6,500,000
Plumbers' Supplies.....	"	\$3,000,000
Groceries and kindred lines.....	"	\$78,000,000
Boots and Shoes.....	"	\$45,000,000
Tobacco and Cigars.....	"	\$36,000,000
Hardware, shelf and heavy.....	"	\$35,000,000
Woodenware.....	"	\$12,000,000
Lumber.....	"	"
Candles.....	"	\$4,000,000
Beer.....	"	\$17,000,000
Clothing.....	"	\$7,000,000
Furniture and kindred lines.....	"	\$25,000,000
Stoves and Ranges.....	"	\$4,000,000
Agricultural Implements.....	"	\$15,000,000
Iron and Steel and Wagon Material.....	"	\$15,000,000
Electrical Supplies.....	"	\$7,000,000
Paints, Paint Oils and White Lead.....	"	\$10,000,000
Saddlery and Harness.....	"	\$5,000,000
Hats, Caps and Gloves.....	"	\$5,000,000
Drugs and kindred lines, including proprietary goods, druggist sundries and chemicals.....	Sales.....	\$21,500,000
Glass, Glassware and Queensware.....	"	\$5,000,000
Clay products.....	"	\$8,500,000
Furs.....	"	\$5,000,000
Railway Supplies.....	"	\$25,000,000
Trunks and Bags.....	"	\$2,000,000
Foundry and Machine Shops products.....	"	\$5,000,000
Wool, receipts 1903, 18,765,360 lbs., value.....		\$7,500,000
Hides, receipts 1903, 50,910,000 lbs., value.....		\$11,000,000
Carpets and kindred lines.....		\$5,000,000
Railroad Cars manufactured, value.....		\$15,000,000
Street Cars manufactured, value.....		\$5,000,000
Paper, Stationery and Envelopes.....		\$5,960,000

REVIEW.

The year 1903 has been remarkable in St. Louis not so much for the increase in its population, or for the increase in the product of its factories, or for the increase in the volume of the business of the city, great as all of these have been, but for the change in the physical appearance of the city, due to the spirit of improvement now under new stimulus by the World's Fair. This spirit has been active in ways that not only show results now but will be of permanent value to the city. New office buildings, wholesale and retail houses, have gone up in the business section, the permanent hotel capacity of the city has been trebled, apartment houses of the modern type, flats and dwellings, have been built in large numbers. The value of the building done last year was \$14,500,000, which makes \$40,561,000 spent in the last three years on building. While some of these buildings are of temporary construction, more than 90 per cent of this money represents permanent structures. Several million dollars have been spent by the city and by the property owners through special taxes on improving the old streets, building new ones, and perfecting the sewerage system, now acknowledged by sanitary experts to be one of the best in this country. A comprehensive system of clarifying devices is being installed at the Water Works, and will be ready for use very soon.

Terminals for both freight and passenger business have been improved on both sides of the river by both the Terminal Association and the railways, and this work is now going on, the intention of the companies being to handle passengers and merchandise without congestion. Three railway bridges across the river, the tunnel and the belt line are all to be used in a harmonious whole to carry out the terminal plans this year. The changes in the tracks about the Union Station, the installation of the most modern interlocking switch and block signal devices, the subway for baggage and mail, all are improvements that indicate the transportation problem is in hand and will be solved.

The growth of the business of St. Louis has been symmetrical with all this striking superficial improvement. The towns and country of the Mississippi Valley, the West and Southwest, have grown greatly, and the settlement has been fast and solid. As was the case for 1901 and 1902, nearly half the railway building of the United States was in the Southwest in 1903. Stock men, farmers, fruit raisers, lumbermen and miners have all had a good year, and have sold their products to St. Louis, and bought here in return. This prosperity of the city's trade territory has naturally been reflected in the banks and trust companies, whose business has been excellent.

Only two of the five largest cities of the United States, St. Louis and Chicago, showed an increase of bank clearings in 1903 over those of 1902, New York, Philadelphia and Boston showing a decrease. The increase in St. Louis of \$3,674,925 means much for the volume of business, for the clearings of last year had much less of the element of speculative transactions than those of 1902. It is true that bank clearings do not exactly represent the volume of business, but they keep very close to that, and increase and decrease, as general business does. The net earnings of the banks and trust companies for the year were \$6,264,833.

New capital has been invested in St. Louis during the year for mercantile and manufacturing purposes amounting to \$19,728,500, and of this \$13,217,000 went into manufacturing plants. The manufacturing interests of the city report an increased product, between fifteen and twenty-five per cent more than in 1902, and the tendency of manufacturing being now westward, St. Louis is profiting. The two belt lines of the Terminal Railway make accessible many attractive manufacturing locations. The coal fields near by, which make fuel cheap, and the great advantages St. Louis has over other points for the distribution of the factory product, count very heavily with manufacturing capitalists who are looking for places to establish new factories or owners seeking a change of site.

In nearly every line of wholesale business an increase is reported over the business of 1902, only one or two affected by some special trade condition having fallen behind the figures of that year. The general retail business of the city in every line has been markedly and beneficially affected by the rapid increase in population. The population of the city, not quite six hundred thousand by the census of 1900, has grown to 700,000 in the three years and a half which have passed since then, and the volume of trade in every direction has felt the presence of this 100,000 people.

There are two things about the business of every large city that show with the most unwavering fidelity to truth the condition of that business, uninfluenced by feeling. These are the figures that show the amount of freight handled by the transportation agencies in and out of the city, and the Post Office receipts. In 1902 the railways and the river brought into St. Louis and took out 29,737,577 tons of freight, raw material for factories, the finished product of the local factories, the fuel for them, the farm and stock and woodland product of the city's trade territory and merchandise. In 1903, this freight increased to 35,104,193 tons, which shows that the volume of freight handled last year was over one-fifth more than the volume of freight handled in 1902.

The Post Office receipts for 1902 were \$2,736,763, and this increased in 1903 to \$3,111,490, a gain of \$374,727.

The grain trade of the year was nearly equal to 1902, notwithstanding the great loss sustained by reason of the flood conditions in

June last. On account of the falling off of the winter wheat yield, the receipts of this cereal were considerably less than usual, but the receipts of corn materially increased.

The total amount of the coarse grains received were 68,894,986 bushels, as compared with 70,437,072 bushels in 1902.

The amount of flour manufactured was 1,112,316 barrels, while the amount received from country points was 2,340,695 barrels, a total of 3,453,011 barrels handled, against 2,684,451 barrels in the previous year.

The trade estimates for 1903 considered under the general head of groceries, the grocers specialty houses, the coffee and tea business, the cheese jobbers, the syrup refineries and a number of smaller and closely allied lines, and the value of their total distribution is placed at \$78,000,000, which is an increase of \$3,000,000 over the business of last year. The coffee trade is the largest and most rapidly increasing part of the grocery business, and is ranking with boots and shoes, dry goods, hardware and drugs as a line in which St. Louis excels.

The conservatism of St. Louis has been very thoroughly proven by the transactions in real estate. Notwithstanding the opportunities afforded for a "World's Fair boom in 1903" there has been absolutely no over-speculation, although much activity in building, and a natural corresponding increase in the manufacture of brick, already one of the leading interests of St. Louis.

The transfers in real estate in 1903 aggregated \$51,165,625, being an increase in realty values of \$5,000,000 over the transfers made in 1902.

The wholesale dry goods trade, considering dry goods only, excluding all kindred lines, such as notions and millinery, increased greatly, the sales for 1903 amounting to \$50,000,000, against \$47,000,000 for 1902. The conditions in this trade indicate that the business will go to \$55,000,000 in 1904, and most houses are buying on this theory.

All the lines of jobbing goods, in lines akin to dry goods, have followed very closely this percentage of increase, some of them appearing even better.

The total sales of the jobbing millinery houses for 1903 were \$7,500,000, which is an increase of \$1,500,000 over the business of 1902, and a new and strong wholesale house has been lately established.

The notion wholesale business is reported as thirteen per cent greater than that of 1902, being for 1903 nearly \$4,000,000. This unusual and rapid increase is accounted for to some extent by the fact that two of the largest mail order houses in the United States are established here, and much of their business is the distribution of goods classified as notions.

The clothing houses are well satisfied with the year's business, which was \$7,000,000. The increase over the business of 1902 in this line was not great, but prices ruled higher.

The boot and shoe business of St. Louis has given during 1903 visible signs of very great prosperity. The total distribution of boots and shoes has amounted to \$45,000,000, an increase of ten per cent over the business of 1902. This is a much greater distribution business than is done in any other city in the United States. The capital invested in the business has been increased by \$2,000,000. Six new factories have been put into operation by the St. Louis houses, four in the city and two elsewhere, these two having been bought. The factory product of the St. Louis houses, consequently, has been increased 25,000 pairs a day. Two new factories this early have been planned for 1904, and an increase in the general business this year is expected.

The home manufacture of boots and shoes has been increasing so fast, that it is reasonably believed that St. Louis will by the next census be very near the first city of the United States in this manufacture. This is readily believed when it is remembered that as St. Louis makes more and more of the goods it sells, it not only rises in rank itself but causes Brockton and Haverhill, the two leaders, which supply the West, to come down in rank, thus equalizing the position of the cities. An increase of manufacturing here during the next seven years, equal to the increase of the last three, will bring about this result.

Strikes, and the attending unsettled condition of trade, affected the volume of sales in shelf and heavy hardware in 1903. The estimated sales by St. Louis houses exceed \$35,000,000, which is only slightly in excess of the trade of 1902.

The hardware trade is strong today, and estimates for 1904 indicate an increase in sales approximating \$5,000,000 over 1903.

St. Louis is also now manufacturing large quantities of enameled ware, tinware, strap hinges, and other things in the hardware line, which heretofore were purchased in other markets.

The agricultural implement business of St. Louis during 1903 was very good, the estimate being \$15,000,000, but did not exceed that of 1902 on account of untoward conditions as to the corn crop in Missouri and the cotton crop of some parts of the South and the floods in the Upper Mississippi River and its connections. The corn crop of Missouri fell off from a value of about \$87,000,000 on the farm in 1902 to a value of about \$70,000,000 in 1903, and the acreage sown in wheat was less in 1903 than in 1902.

The manufacture and sale of vehicles of all kinds was much greater than it was in 1902, the increase being more than five per cent. The sales of 1903 were \$6,500,000. St. Louis is now one of the most important cities of the country in this specialty, and the business is growing with such rapidity that it will have a very important place in the next census.

The sales of furniture and kindred lines, such as coffins, mattresses and springs and other lines that are usually handled by furniture dealers, amounted in 1903 to about \$25,000,000. The furniture

trade territory of St. Louis practically embraces everything west of the Mississippi River and south of the Minnesota line; southern half of Illinois and Indiana; western parts of Kentucky and Tennessee, and all of Mississippi and Alabama. During the year 1903 over three thousand buyers registered at the office of the St. Louis Furniture Manufacturers' Exhibition Building. The growth of the demand for St. Louis made furniture has been remarkable in the past year.

The development of the electrical supply business in St. Louis in recent years has been marvelous, and within the next decade St. Louis is destined to become the greatest distributing point for these goods in the West.

The sales of electrical supply wares in St. Louis for the year 1903 will exceed \$7,000,000, which is exclusive of the enormous quantities of materials used by the Louisiana Purchase Exposition.

The electrical supply trade of St. Louis is being largely augmented by the development of manufacturing and railway interests in Southern States—namely, Alabama, Arkansas, Mississippi, Louisiana, Texas, Oklahoma and Indian Territory.

While St. Louis does not manufacture any paper, this city is recognized as a leading trade point. In 1902 the volume of business was in excess of \$5,000,000, and the estimate for 1903 is \$6,950,000, with practically no variation in prices. The local consumption is largely responsible for the increase shown.

Each year the growth in the paper trade of St. Louis is being augmented by buyers in the South and Southwest placing their orders through our jobbers, whereas they previously ordered from outside dealers.

The manufacture of fire-clay goods is one that is growing very fast here because of the large deposits near the city of highly refractory clays. The business done in all the fire-clay goods, including crude clays, fire brick, sewer pipe and miscellaneous products, was about \$3,500,000, which was ten per cent more than the business of 1902.

The sales of hats and caps in St. Louis for the year 1903 show a gain of about ten per cent over 1902, the sales aggregating about \$5,000,000, with an investment of \$1,500,000 capital. St. Louis is the leading market for the sale of soft hats, although there is no factory located in the city. The trade territory in hats and caps supplied by St. Louis dealers embraces every State west of Michigan, Ohio and Georgia.

The manufacture of candy by St. Louis factories is rapidly expanding, and for the year 1903 amounted to about \$4,000,000. The output is estimated at 60,000,000 pounds, of which about \$500,000 worth was made outside of St. Louis. Local candy manufacturers sell exclusively to the retail trade in the South and Southwest, and to the jobbing trade as far East as Pittsburg, as well as throughout the Western and Northwestern States. The standard of quality compares favorably with outside factories.

The output of car wheels in St. Louis was in excess of \$3,500,000 for the year 1903, which is an increase of about 33 1/3 per cent over the year 1902. The prospects for 1904 promise an increase over 1903.

For the year 1903 the sales of plumbers' supplies amounted to \$3,000,000, the volume of trade being about the same as the year 1902. Construction operations were retarded in 1902 by unusual strikes and unusually high prices, but the present year will show an enormous increase in this trade.

St. Louis is obtaining great prominence as a manufacturer and jobber of drugs, chemicals, paints, oils and varnishes and patent medicines. Each of these branches has grown during 1903 at least eight per cent larger than it was in 1902. The sale of varnishes has increased, the patent medicine business has increased eight per cent, paints and oils nine per cent, chemicals twelve and one-half per cent, and drugs fifteen per cent. One house manufacturing chemicals has a national reputation, and ships its products to all parts of the United States. One patent medicine concern does so large a business that it is the largest single buyer of postage stamps in the city.

The white lead business is great enough to deserve special attention. St. Louis makes and sells one-quarter of all the white lead sold in the United States, and is the most important city in this line in the country. Last year it made 2,500 tons, worth \$3,000,000.

The sales in these lines for 1903 were: Drugs, \$10,500,000; chemicals, \$5,000,000; paints and oils, including white lead, \$10,000,000, and patent medicines, \$5,850,000, the total being \$31,350,000.

St. Louis is not the largest producer of beer in the United States, but the largest brewery in the world is here. The output was 86,930,448 gallons, representing a value of \$16,825,248.

The smoking and plug tobacco manufacture of St. Louis was steady during 1903, the output being 80,875,428 pounds, valued at about \$25,883,655. This is not quite so much as the amount manufactured in 1902, although very near it. The output still keeps St. Louis at the head of the cities manufacturing plug tobacco, and the prospects are that it will retain this position permanently.

The fur business has a unique position in St. Louis. When Laclede Liguist founded St. Louis, trading in furs was the chief business of the city, and it has ever since held its consequence in relation to the fur business of other cities. Furs of the smaller kind from every State and Territory in the South and West are brought here. Last year more than five million dollars were paid by buyers who came to St. Louis to take advantage of this market. The business has grown fast in the last five years, and the figures of 1903 are an increase of eight per cent over the business of 1902. There is no other city in the United States which offers such inducement to the fur buyer as this, and all the houses in the business have done very well during the year.

The building of railway cars, passenger and freight, and all kinds of cars for street railways, but particularly electric cars, is an industry

that made St. Louis famous. More than \$5,000,000 worth of street cars alone were built in St. Louis in 1903, and delivered to street railway lines all over the United States, some abroad. There was an increase this year in this building of about 25 per cent, and the prospects for 1904, industrial conditions remaining as they are now, are even better.

The St. Louis steam railway car builders not only manufacture here, having three plants in and near the city, but control the product of a number of other factories. Altogether, these turned out in 1903, the product being distributed through the St. Louis offices, 70,000 passenger and freight cars, of an average value of \$800 apiece, the total output thus amounting to \$56,000,000. If the railways are able this year to adequately finance the extensions in this territory they project or even carry to completion, their present plans for the equipment of their roads, this business will gain during the year.

This same statement holds good respecting the business of railway supplies, for both steam and street car lines. St. Louis has grown in this business, as with car building, as the railways have built. Including among railway supplies the manufacture of car seats, which is a factor of the business that particularly distinguishes this city, the total sales for the year have been something over \$25,000,000, an increase over the business of 1902 of about 20 per cent.

St. Louis has for years excelled any city in the United States as a distributor of woodenware of all sorts. More than half of the business of the whole country is done in St. Louis. This amounted to \$12,000,000—an increase of one-fifth over the business of 1902.

St. Louis manufactures plate glass and bottles, but no window glass. Capital controlled here owns two plate glass factories, one at Crystal City and the other at Valley Park, whose capacity combined is about 4,000,000 feet of plate glass a year. This city is specially advantageous for the manufacture of plate and window glass, as it has in the vicinity the largest and best sandbeds in the country, and cheap coal very close. The jobbers in plate glass sold last year \$2,000,000 worth.

The hide market also has been in very good condition during 1903, and the dealers all report a business better than that of 1902 by a considerable margin. The sales last year amounted to \$11,000,000.

The manufacture of trunks and traveling bags and cases of all kinds, while a minor industry, is an important one on account of its rapid growth. There are five factories, two of consequence in the city, and they make all of the goods jobbed here, except a few specialties. The value of the sales in 1903 was \$2,000,000.

In foundry and machine shop product of all kinds the business of St. Louis has grown greatly since the census of 1900 was taken, the value of the product then having been \$3,056,856. The value of the product turned out in 1903 was \$5,000,000, and the prospects are better even than this for the manufacture of 1904.

In other lines not mentioned in this review the same healthy and satisfactory condition is noted, showing that the jobbing and manufacturing business of St. Louis is on a stable basis and is increasing and expanding year by year.

FINANCIAL REVIEW.

By T. A. STODDART, Manager of St. Louis Clearing House.

The subjoined statements of the banks and trust companies exhibit gratifying results of the financial business for the year 1903, notably the profits distributed to shareholders, and amount carried forward to surplus fund.

Dividends paid by banks, \$2,136,000; dividends paid by trust companies, \$2,060,000; amount carried to surplus, \$2,068,833; shows a total of \$6,264,833 as the net earnings of the year.

In the combined statements of the banks and trust companies the increase in active items between 1902 and 1903 were as follows:

Loans, increase.....	\$ 7,217,860
Bonds and Stocks, increase.....	3,512,487
Cash and Exchange, increase.....	5,744,564
Deposits, increase	17,414,833

The clearings for the year were \$2,510,479,245; showing an increase over 1902 of \$3,674,925.

St. Louis ranks fifth in amount of clearings. The reports for the year of the cities clearing largest amounts show the ratio of difference between 1902 and 1903 as follows:

New York,	Total, 1903....	\$35,970,837,955	Decrease, 13.6
Chicago,	" "	8,818,892,947	Increase, 5.0
Boston,	" "	6,717,416,678	Decrease, 3.1
Philadelphia,	" "	5,841,630,726	Decrease, 0.6
St. Louis,	" "	2,510,479,245	Increase, 0.1
Pittsburg,	" "	2,356,875,851	Increase, 9.7

COMPARATIVE STATEMENT OF CAPITAL AND SURPLUS OF TWENTY-TWO BANKS AND TEN TRUST COMPANIES IN THE CITY OF ST. LOUIS.

	Capital and Surplus. 1902.	Capital and Surplus. 1903.	Increase.
Banks.....	\$40,469,948	\$42,828,653	\$1,858,705
Trust Companies.....	44,470,681	44,685,759	215,128
Total.....	\$84,940,579	\$87,009,412	\$2,068,833

**COMPARATIVE CONDENSED STATEMENTS OF SEVEN NATIONAL AND
FIFTEEN STATE BANKS IN THE CITY OF ST. LOUIS.**

	November, 1902.	November, 1903.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$121,864,479	\$124,221,594	\$ 2,357,115	.....
Bonds and Stocks....	27,270,805	30,818,842	3,548,037	.....
Real Estate and Fix.	1,440,677	2,888,986	1,448,309	.....
Cash and Exchange..	50,628,923	54,025,899	3,396,977	.....
Total.....	\$201,204,883	\$210,949,901	\$ 9,745,418	.....
LIABILITIES—				
Capital.....	\$ 20,450,000	\$ 20,750,000	\$ 300,000	.....
Surplus.....	20,019,948	21,578,688	1,558,740	.....
Circulation.....	12,849,740	11,858,088	.....	\$ 991,702
Deposits, etc.....	148,884,686	157,256,110	8,371,415	.....
Total.....	\$201,204,883	\$210,949,901	\$10,727,120	\$ 991,702

**COMPARATIVE CONDENSED STATEMENTS OF TEN TRUST COMPANIES
IN THE CITY OF ST. LOUIS.**

	October, 1902.	September, 1903.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 65,999,500	\$ 70,960,245	\$ 4,960,745	.....
Bonds and Stocks.....	23,937,862	24,522,562	584,700	.....
Real Est. and Fixtures.	8,886,668	4,420,427	1,058,764	.....
Cash and Exchange...	12,404,148	14,761,786	2,357,637	.....
Total.....	\$ 105,608,148	\$ 114,864,699	\$ 9,256,551	.....
LIABILITIES—				
Capital.....	\$ 20,865,900	\$ 19,620,650	.....	\$ 745,150
Surplus.....	24,104,881	25,065,109	\$ 960,228	.....
Deposits, etc.....	61,137,512	69,678,960	8,541,418	.....
Total.....	\$ 105,608,148	\$ 114,864,699	\$ 9,501,696	\$ 745,150

**COMPARATIVE STATEMENT OF BANKS AND TRUST COMPANIES IN THE
CITY OF ST. LOUIS COMBINED.**

	1902.	1903.	Increase.	Decrease.
RESOURCES—				
Loans.....	\$ 187,963,979	\$ 195,081,889	\$ 7,117,910	.....
Bonds and Stocks.....	51,183,187	54,650,624	3,467,437	.....
Real Estate and Fix...	4,777,840	6,904,836	2,127,036	.....
Cash and Exchange.....	68,088,070	68,777,684	689,614	.....
Total.....	\$ 306,812,526	\$ 325,814,490	\$18,501,964	.....
LIABILITIES—				
Capital.....	\$ 40,815,900	\$ 40,870,650	.....	\$ 445,150
Surplus.....	44,124,779	46,688,762	\$ 2,563,983	.....
Circulation.....	12,849,740	11,858,088	.....	991,702
Deposits, etc.....	208,532,207	226,937,040	17,404,833	.....
Total.....	\$ 306,812,526	\$ 325,814,490	\$19,926,816	\$1,426,853

CLEARING-HOUSE STATISTICS.

ANNUAL CLEARINGS SINCE ORGANIZATION.

Year.	Amount.	Year.	Amount.	Year.	Amount.
1869.....	\$ 292,195,745	1881.....	\$ 882,631,880	1898.....	\$1,139,014,291
1870.....	887,407,729	1882.....	868,129,287	1899.....	1,127,703,906
1871.....	427,963,829	1883.....	870,961,645	1900.....	1,244,323,654
1872.....	494,585,276	1884.....	785,202,177	1901.....	1,158,602,359
1873.....	549,577,176	1885.....	759,180,425	1902.....	1,366,703,956
1874.....	596,206,881	1886.....	810,798,062	1903.....	1,455,462,062
1875.....	579,442,765	1887.....	894,527,731		
1876.....	528,006,820	1888.....	900,474,878		
1877.....	500,945,467	1889.....	987,522,629		
1878.....	477,144,748	1890.....	1,118,573,210		
1879.....	546,892,908	1891.....	1,189,599,875		
1880.....	711,459,489	1892.....	1,231,571,963		

CLEARING-HOUSE STATEMENT.

BUSINESS FOR THE YEARS 1899, 1900, 1901, 1902 AND 1903.

MONTHS.	CLEARINGS.				
	1899.	1900.	1901.	1902.	1903.
January.....	\$ 143,657,927	\$ 145,328,096	\$ 179,319,675	\$ 232,987,718	\$ 214,786,864
February.....	114,652,087	123,867,949	159,065,637	190,820,117	185,162,793
March.....	186,894,170	188,521,967	173,828,658	216,846,541	202,580,146
April.....	131,625,101	186,639,535	182,950,314	220,925,627	210,985,609
May.....	138,358,830	189,738,420	211,687,602	235,822,783	213,712,548
June.....	186,392,571	137,533,326	184,549,133	206,253,914	196,457,941
July.....	130,951,120	130,411,386	196,654,614	209,633,350	209,019,085
August.....	131,212,321	131,383,312	174,774,427	177,006,565	199,552,071
September.....	132,287,658	180,543,187	174,667,683	194,617,864	210,361,018
October.....	148,818,750	157,949,146	197,557,628	217,854,934	226,861,349
November.....	141,471,898	153,086,492	210,910,308	195,467,061	206,986,813
December.....	152,125,820	163,886,698	224,724,587	209,117,856	284,063,008
Aggregate....	\$1,638,348,208	\$1,688,849,494	\$2,270,680,216	\$2,506,804,320	\$2,510,479,245

MANUFACTURING INDUSTRIES, 1903.

By CHAS E. WARE, Secretary St. Louis Manufacturers Association.

The year 1903 in manufacturing lines has been a busy one, and in spite of many unusual hardships has been satisfactory from a remunerative standpoint. The great floods and consequent interruption in rail-transportation, caused many industrial lines to suffer almost a shut-down for a considerable period; but statistics gathered from all branches of manufacture indicate an increase in the product of from fifteen to twenty-five per cent, and in some special instances an increase of almost one hundred per cent.

The St. Louis Manufacturers' Association has continued its endeavors to lessen the cost of manufacture by securing reductions in taxation and other expenses connected with it, and to induce the establishment of new industries by bringing before the country the superior advantages of the city as a location for manufacturing plants.

Many of the manufacturing lines have shown wonderful increase, both in enlargement of their plants, and amount of their product. This is particularly so of the shoe industry. The increase in capacity of factories in this line has been fully thirty-three and a third per cent; and the product will show an increase of almost twenty-five per cent.

The manufacture of chemicals has largely grown during the year; and the four chemical manufacturing companies which existed ten years ago, are now represented by twenty that are manufacturing standard goods. The increase during the past year has been fully twenty per cent, and all the factories anticipate a still greater increase during the next year. Some of the factories have doubled their capacity within the past twelve months.

The manufacture of tin cans has been largely increased during the year; and there are at present eight concerns in this line, not including factories engaged in stamped and tinware. The eight referred to manufacture tin cans exclusively. During 1903 several large factory buildings have been erected for this purpose, and in some instances the business of the firms have increased fifty per cent. This line of business was largely affected by the unprecedented delay in receiving raw material.

The coffee and spice industry has greatly increased. Several large buildings for the preparation of these goods have been erected, and the business during 1903 was fully twenty per cent over any former year in this line in St. Louis.

The manufacture of glass has become one of the principal industries of St. Louis and her suburbs. Several immense warehouses have been erected during the year, and the increase in this industry has been fully twenty-five per cent.

A new and important manufacturing plant has been established during the past year. The manufacture of terra cotta of the finest quality; and the demand for the products of this industry in St. Louis insures its manufacture becoming very extensive.

The car manufacturing plants report excellent business during the year, and a number of them are largely increasing their capacity.

The manufacture of wagons and buggies has shown wonderful growth during the year 1903, and there have been a number of large additional plants added to this branch of manufacture in the city. Many of the old establishments also added to their capacity.

It is impossible to go into detail of the growth and advancement of all manufacturing in St. Louis during 1903, but as stated above, from every possible source of information, the increase in all lines of manufacture has been from fifteen to twenty-five per cent.

The St. Louis Manufacturers' Association during the World's Fair proposes to make special efforts to interest the visitors, who are engaged in manufacturing elsewhere, in St. Louis as an advantageous point for new plants and branches of their present plants; and special committees of the Association will be appointed to take charge of the visitors and show them the advantageous manufacturing sites on the belt lines being built around the city, and along the river front from the River Des Peres to the Chain of Rocks.

The earnest efforts being made by all railroads entering the city, and the Terminal lines within the city, to make the receiving and shipping of manufactured products more convenient and cheaper, is appreciated by the manufacturers, and it is now a certainty that St. Louis within the next ten years, will become the greatest manufacturing center in the United States; and the completion of the Panama Canal will lead to her manufactured products being sought by all parts of the world.

REAL ESTATE.

From the Annual Report of SIDNEY SCHIELE, Assistant Secretary
St. Louis Real Estate Exchange.

"In many respects the year 1903 in the realty market in St. Louis has been a remarkable one. While the community has shared to a large extent in the period of prosperity with which this country has been blessed, there has been none of the overspeculation which has

worked to the great detriment of real properties in other cities under like conditions.

"The tendency of the average buyer, as best disclosed by the accompanying table of statistics, has been to await the termination of the great Exposition, in the belief that values will at that time have reached a positive basis of inherent worth.

"The transfers for the year aggregate \$51,165,625. Those of 1902 show an aggregate of \$45,123,135, the increase over last year being \$6,042,490.

TRANSFERS.

Month.	Number.	Value.
January	713	\$ 4,743,432
February	602	4,045,913
March	897	7,305,663
April	900	5,029,639
May	868	6,309,196
June	1,119	4,296,684
July	841	4,815,949
August	608	2,453,833
September	837	2,765,185
October	892	3,261,657
November	734	2,962,663
December	753	3,376,091
Totals	9,854	\$51,165,625

"Notwithstanding the aloofness of buyers, property in the immediate downtown districts has steadily advanced in prices. In the out-lying sections, however, the opposite has been true, and offerings have been made at the lowest prices in some years.

"Nevertheless, this operated against even the semblance of an inflation in prices in any part of the city.

"With the cost of building material and labor at record-breaking figures, builders and contractors have been compelled to forego many profitable ventures. The home-builder, anxiously awaiting a sharp decline in the cost of construction and construction materials, as well as in the hope of securing his lot on a lower valuation, has been absent from the market, while the speculator, in his desire to avoid Chicago's mistakes, has also been inactive.

"Taken thus together, the lack of the above-named two factors, which are indispensable to a realty market, really brought about a unique situation and one that strongly, though none the less creditably, reflects the commendable conservatism of the entire fraternity.

"The collapse of values in the stock market during the last twelve months, and the fading away of security values, which in many instances are alleged to have been fictitious, have again emphasized the advantages of real estate as a fixed and stable form of investment.

DEEDS OF TRUST.

Month.	Number.	Value.
January	585	\$ 2,907,881
February.....	516	*53,258,170
March.....	618	3,142,992
April.....	746	2,833,628
May.....	651	†53,510,857
June.....	849	‡2,666,848
July.....	679	3,117,641
August.....	540	1,948,723
September..	676	3,088,968
October.....	756	2,931,005
November.....	674	3,386,405
December.....	687	2,824,670
Totals.....	7,977	\$156,117,878

* Includes \$50,000,000 bond mortgage of Terminal Railway Association.

† Includes \$50,000,000 bond mortgage of St. Louis, Iron Mountain & Southern Railway.

‡ Includes \$20,000,000 bond mortgage of St. Louis Transit Company.

RENTING.

"Though rentals have advanced in some cases materially over those prevailing a year ago, it is easily recalled that they are not higher than they were a decade ago, and are still substantially below rates exacted under similar conditions in other cities. It is hardly thought that there will be any further increase in rents in St. Louis. Property owners are now receiving adequate returns on their holdings, and it is not the disposition of real estate owners to be unreasonable. By this means, the possible reactionary consequences following a period of inordinate rents is avoided.

"There continues a great scarcity of moderate-sized dwellings, and thus far builders of this class of houses have shown very little inclination to increase the supply.

"This condition may, in time, and has to some extent already caused the seeking of apartments, thus stimulating the construction of another kind of profitable investment, viz., the building of apartment houses.

BUILDING OPERATIONS.

"The building permits of this year aggregate \$14,544,431, as compared with \$12,854,035 in 1902 and \$13,207,991 in 1901. This total for three years is more than the combined five years of 1896 to 1900, inclusive.

"A great deal of building in connection with the World's Fair will be done early this year, and many houses, flats, apartment houses and office buildings will be erected during the year.

"The building permits follow:

Month.	No. of Brick.	No. of Frame.	Value.
January.....	88	85	\$ 581,312
February.....	83	111	800,089
March.....	112	123	2,023,899
April.....	96	145	2,892,470
May.....	91	162	803,580
June.....	88	140	747,660
July.....	114	167	1,471,806
August.....	89	172	741,904
September.....	116	205	923,874
October.....	122	280	1,659,133
November.....	82	174	635,619
December.....	77	139	1,263,184
	1,153	1,882	\$14,544,430

HOTELS.

"Attention was called in this report of a year ago to one of the greatest problems confronting the building community—the planning and construction of hotels. In the year now ending, the development in this field has been little short of phenomenal.

"The St. Louis Real Estate Exchange was enabled to refute the numerous assertions of the inability of St. Louis to care for its visiting multitudes. It has shown conclusively that there will be no difficulty in accommodating the enormous number of people expected during the Exposition period.

"In addition to the magnificent structures completed or in the course of erection, including the Jefferson, Washington, Hamilton, Buckingham, Lorraine and other permanent and artistic additions to the city, innumerable temporary buildings, forming a chain and network about the Exposition grounds, will provide commodious facilities for the housing of hundreds of thousands of guests.

"The number of hotels of the latter class projected have recently become so enormous that it is almost impossible for the exchange to completely tabulate them. Since it is possible to complete them within an extremely short time, sufficient transient accommodations are now assured.

ASSESSMENTS.

"Assessed valuations of all property this year have continued with almost unvarying greatness, the gain over last year amounting to \$25,821,085. As a matter of course, the revenue from taxation will undergo a proportionate increase.

"At the rate of \$2.15 on the hundred-dollar valuation, the State, public schools and municipality will derive an income of \$9,543,109.54.

The following table shows the assessments in the city of St. Louis since 1877. No better indications of the remarkable civic and business strides could be submitted than the appended showing:

1877.....	\$160,498,000
1880.....	181,345,000
1885.....	207,910,000
1890.....	284,827,000
1895.....	325,583,000
1897.....	338,862,000
1898.....	361,516,660
1899.....	374,508,490
1900.....	380,772,280
1901.....	394,736,700
1902.....	418,044,475
1903.....	443,865,560

THE SHOE TRADE.

From the Shoe and Leather Gazette.

A YEAR OF GREAT GROWTH.

St. Louis shoe firms add \$2,000,000 working capital, \$6,000,000 annual sales, 25,000 pairs daily manufacturing capacity, and are pushing toward even greater deeds in 1904.

The year 1903 has seen the St. Louis shoe market make a consistent amount of progress, and the total business done was considerably in excess of any previous twelve months of the city's history.

Besides the shoe consumption in the city itself, with 700,000 wearers thereof, and the many thousands of pairs sold singly by the local stores to visiting buyers and by mail, there have been shipped to retail dealers in all parts of the country and in a dozen foreign countries, fully \$45,000,000 worth of boots and shoes, an increase of more than ten per cent for the year.

These shipments place St. Louis easily ahead of any other retailers' supply center in the world, in volume of trade. There is probably no other city in the world where sales direct to retail shoe dealers come within millions of this sum.

INDIVIDUAL HOUSES.

The remarkable records made in 1903 by several of the great St. Louis shoe houses have never been approached.

There are no fewer than three firms whose increase in amount of sales for 1903 was more than a million dollars, as compared with sales of 1902, with several others close up toward that round and satisfying sum, and nearly all showing a gratifying individual growth in business.

SIGNIFICANT FIGURES.

When it is considered that many a shoe house that has been in business for years and become fairly prominent, has a total annual business of less than one million dollars, the significance of the above statement begins to be impressive.

There were 1,600 shoe concerns in the United States in 1900. They did an average business of something like \$160,000 apiece. Six per cent would cover the average annual increase in the shoe trade. These three St. Louis houses alone therefore, with their total gain of three and a half millions, have had a growth equal to the average growth of three hundred and fifty average sized firms!

Their increase in business has been equal to fifty per cent of the whole year's export shoe trade of the United States. And these were only three out of a dozen great houses that make and sell shoes in St. Louis.

FROM ALL DIRECTIONS.

So far as the Gazette is able to learn this great growth has come from increased sales in no one direction, but in all directions. The proportion has undoubtedly been greater in the Southwest, but St. Louis shoe trade has held its own in all sections.

The shoe trade naturally reaches farther than do some other lines. Therefore it is not surprising that St. Louis shoes go to every State in the Union, except possibly a few on the extreme Northeast coast, the city's influence in the trade being strongly felt in all States from the Alleghenies to the West Coast, also in all parts of the South.

Discussion is often waged over the question, "Which can serve the retail dealer best, the jobber or the manufacturer?"

Some argue that selling shoes direct from the manufacturer to the retail dealer saves handling, saves a profit, prevents uncertainty as to demands.

Others argue that factories which make a narrow range of styles and prices can be operated more economically, and that a house which acts as a jobber for the product of a number of such factories, securing a cheapened product, a specialty from each, and therefrom building up a general line, can do better service to the retail dealer.

Nearly all the St. Louis shoe houses have settled this question by combining both methods. They job the standard, staple varieties of footwear, and they make in their own factories the finer shoes, that go direct from the factories to the retail stores.

INCREASE IN FACTORY PRODUCTION.

The increase in the amount of St. Louis made shoes has been a very notable feature. A much larger proportion of the city's sales are of home manufacture. The increase in manufacturing capacity has probably been fully equal to the increase in total sales.

The city's total increase during the year in factory capacity is fully 25,000 pairs a day, principally in men's and women's better and finer grade shoes, with some children's, also in the fine grades.

In purchases from Eastern manufacturers St. Louis still leads, the shipments from Boston to the principal cities during 1903 being as follows:

CASES.

St. Louis.....	657,409
New York.....	583,682
Chicago.....	397,251
Baltimore.....	306,144
Philadelphia.....	209,156
Lynchburg.....	165,770
Cincinnati.....	141,187
Pittsburg.....	113,886
Nashville.....	104,331

FURNITURE.

By GEO. T. PARKER, President St. Louis Furniture Board of Trade.

The furniture and kindred trades have for 1903 enjoyed a good business. Its fifty factories have been able to comply with demands—increasing their capacity by improved machinery and additions to plants. The shutdowns for repairs have been for a shorter period than usual; and while in certain lines there were losses of business by reason of strikes, the general business can be said to be better than normal.

The trades under discussion have profited liberally by the general prosperity existing in the Western States. The new territory opened up by the many railroad extensions has been a potent factor in contributing to these conditions.

A year of the Permanent Furniture Exposition maintained in this city has shown its business efficacy in centralizing much business here which heretofore sought these modern facilities for making purchases in other ambitious markets. The Exposition has even concentrated here the lines of manufacture of many other cities who appreciate the advantages of a location here of sample lines of their goods.

In an increased measure has the quality of the goods required been shown, over the demands of a few years ago, evidencing an education in taste as to style and a betterment in prices.

Little advance in catalogue prices has taken place, although the manufacturer has labored under an advancing market in nearly all materials and labor as well. It will be but natural that the ruling prices for 1904 will be higher.

Two large permanent hotels and several smaller ones have been furnished and many orders have been placed for the splendid hosteleries which are shortly to open. The numerous temporary World's Fair Hotels are requiring quantities of goods which will swell the 1904 sales.

The new public schools furnishings have added a considerable to the sum totals for the year, as have also the products of the large car furniture factory.

The accession of inhabitants to the city, to the extent of occupying all vacant residences, has called upon the retail houses freely, creating a valuable increase in their sales. Several new office buildings have required much in office outfitting and a general furnishing up and expansion of office premises show commendable pride in anticipating visiting business people.

A new retail furniture and carpet house is a record of the year. The retalling of some special furniture lines has been taken up by stationery and dry goods houses, and one large dry goods furniture department has ceased.

In the allied lines of mattresses, business has been brisk—in coffins, varnishes, etc., normal.

In consequence of St. Louis becoming better known in foreign countries the export of furniture has increased, and the inquiries for catalogues have been very numerous.

The capital employed in the varied industries under this caption is approximately \$4,500,000.00. The total sales, including those of goods not of local make, was probably \$25,000,000.00. It is doubtful if less than \$5,000,000.00 have been paid to employees, of which the number is about 7,000.

ST. LOUIS IMPLEMENT AND VEHICLE TRADE IN 1903.

From Farm Machinery.

Reports and expressions from the St. Louis houses that are engaged in the manufacture or jobbing of vehicles and agricultural implements, indicate that the year now closing has been generally satisfactory from a business viewpoint. While other years have unquestionably surpassed 1903 in the volume of goods distributed and the net financial results gained, transactions during the present year have reached a very gratifying total, showing that the prosperity of the farming interests in the territory tributary to St. Louis still rest upon a solid and progressive basis, despite some untoward conditions that arose at intervals. Among these drawbacks were the disastrous floods last spring in the Mississippi river and its upper connections and the boll weevil that appeared in the southern cotton fields. The first of

these factors threatened a serious curtailment of the wheat, corn and forage crops, but though it did affect the production to some extent, fairly good yields were finally obtained. These crops, as harvested in Missouri, afford a good indication of the results in other sections where St. Louis implement and vehicle houses do business.

It is evident, therefore, that agricultural operations this year were on a sufficiently large scale to induce a considerable movement of implements and vehicles into channels of consumption. The first part of the year was rather sluggish as regards the sale of vehicles, but later on the demand increased continuously, and the losses of trade sustained in the earlier months were made up and equalized; but, while the outcome was satisfactory, the aggregate of transactions did not reach the volume of 1902. On the other hand, there was an unusually heavy inquiry for farm wagons and their distribution was probably equal in extent to the business done in the banner year of 1900.

Relative to agricultural implements, most of the St. Louis jobbers experienced a fair demand for such goods as are used in preparing and marketing the crops, such as threshing machinery, corn huskers, corn shellers and cotton gin accessories, but the harvester trade suffered considerable depression. Implements for preparing the soil for seeding, as plows and harrows, were in comparatively reduced request, though the sales made a handsome total, and in the line of grain drills and binder twine the conditions were not wholly satisfactory or conducive to active trade, owing to a partial failure of the wheat crop in certain localities of this territory.

During the year the prices of iron and steel suffered a sharp decline, but this had no influence on quotations for agricultural implements and vehicles sold in 1903, for the reason that the metal used in their construction was purchased at the high figures prevailing in 1902. Moreover, for some time past, the market has shown evidence of returning strength and an advance was actually made this month in the price of pig iron, which gives color to current predictions that prices will soon resume a normal state. In view of this fact, manufacturers and jobbers are inclined to uphold rigidly their regular price lists, and it may be said that no cause exists for believing that sellers have fallen into a habit of cutting their established rates or of offering undue inducements in order to obtain business.

The approach of the Christmas holidays, as usual, had the effect of bringing a lull in the demand for implements, vehicles and accessory merchandise, but the outlook is promising and a feeling of confidence pervades the entire trade that the coming year will be exceptionally active and prosperous.

THE ELECTRICAL INDUSTRIES OF ST. LOUIS.

By WM. H. BRYAN, Mechanical and Electrical Engineer.

St. Louis has long been headquarters for the manufacturing and distribution of electrical apparatus and supplies. The territory tributary to St. Louis is the entire Southwest, as well as many of the southeastern States, and Mexico. In manufacturing this city has attained special eminence in alternating motors, incandescent lamps, fans and fan motors, and transformers. Many of the most important plants in the country and abroad have been equipped with St. Louis apparatus, which is shipped over the entire globe. The output in these lines for the past year is approximately \$1,750,000.

St. Louis is also an important distributing point for large manufacturing plants located elsewhere, many of which maintain local branch houses and carry large stocks. The sales of electrical apparatus from these St. Louis offices, such as generators, motors, switchboards, etc., during the year 1903 will approximate \$3,000,000.

There are also a number of large supply houses distributing dynamos, motors, lamps, wire, switches, and every variety of material for electric lighting, railways, telegraph and telephone systems. These houses carry large stocks, and cover a very extensive territory in the Southwest. They have done a business of approximately \$3,000,000 during the past year.

An important local industry is that of electrical construction, covering the installation of electric systems for light, power, telephone and telegraph. St. Louis contractors operate not only at home, but throughout the entire territory tributary to St. Louis. The business done by these houses during the past year is in the neighborhood of \$750,000.

The building of electric street cars is an important industry in St. Louis, there being a number of extensive plants carrying on this work, on an elaborate scale. St. Louis is perhaps the most important center of the street car building industry in the United States. The number of electric cars built during 1903 was about 2,400, having a value—including electrical equipment—of about \$7,300,000. These cars were distributed throughout the United States, Canada and Mexico, many of them going also to Germany, Australia, Cuba and the British Islands.

GROCERIES.

By ROBERT E. LEE, Editor Interstate Grocer.

The modesty that is shown by St. Louis wholesale grocery interests—an ultra conservatism—has led to the expression of some doubt as to the accuracy of the estimate that was made here last year of the aggregate grocery sales of this market. The grand total of grocery

sales for the year was put for 1902 at \$75,000,000. This is not an excessive estimate when it is borne in mind that there are thirty-two wholesale grocery houses in this market and that each is doing a large business; also that under the general head "groceries" it is customary to put the sales of wholesale and manufacturing houses in kindred lines, such as the output of the numerous large coffee roasting houses, the cheese jobbers, the grocers' specialty houses, the syrup refiners, and a number of closely allied businesses.

The estimate for 1902 will serve for 1903 by the addition of about \$3,000,000 or a grand total of \$78,000,000 for the whole market. This is considered a satisfactory increase by all the wholesale interests, for the reason that last year was a banner year. Sales in 1902 were of the finer classes of groceries, which show a better profit than hog and hominy. The same condition ruled during 1903 and to make the increase here noted it was necessary for the wholesale grocery interests of St. Louis to do strenuous work.

These heavy sales of groceries from St. Louis are in the face of the keenest possible competition, a competition that is not felt in any other line of manufacture or jobbing. This competition is from the large number of jobbing houses that are located in the smaller towns of the Mississippi Valley. Thus we find well equipped wholesale grocery houses at Joplin and Springfield and Carthage, Mo., in nearby Illinois towns as Cairo, and through Arkansas. This is all direct St. Louis territory and to maintain their prestige there, the St. Louis jobbers are obliged to keep their profits down to the minimum and St. Louis is thus made the lowest priced wholesale grocery market in the United States.

One of the most important interests of this city is in the immense coffee roasting plants located here. St. Louis is becoming rapidly the coffee market of the country, next to New York, and we are beginning to run even that port of entry a strong race. This is due to the fact that we have low rates of freight from New Orleans and that we are now a receiving port for direct shipments from the plantations of Brazil. Train loads of coffee for St. Louis from ship at New Orleans are ordinary happenings and we are supplying green coffee to jobbing points as well as shipping out the roasted product in immense quantities. Shipments of private brands of coffee have been made from St. Louis to Great Britain within the year.

The tendency toward the consolidation of wholesale grocery houses that was the fashion here for several years, has ceased, indicating that the present number of wholesale grocery houses here is about the right number for the volume of trade coming to the market.

Except on some lines of canned goods, the markets have not been erratic during the year just closed. A shortage of corn pack in Maine and in New York State reduced the total pack for the country considerably, so that this important staple ruled high in price through-

out the year. Salmon was another item in the canned goods line that took an upward turn of marked proportion, owing to short pack. Canned fruits have continued firm throughout the year with a gradually increasing firmness on all descriptions, as a result of a moderate pack both on the coast and in the Eastern canning districts. St. Louis is an important jobbing distributing point for the canned products of California and for the dried or evaporated fruits of the same section.

Figures that are given in this review are from the records of the Merchants' Exchange.

SUGARS.

Receipts—	Hhds.	Bbls.	Bags.	Shipments—	Hhds.	Bbls.	Bags.
1903.....	250	430,445	464,545		400	299,824	291,358
1902.....	198	463,910	511,900		118	268,919	316,753
1901.....	253	465,246	534,516		313	268,737	324,006
1900.....	671	498,379	490,190		...	351,217	455,780
1899.....	597	438,735	563,405		30	348,764	555,385
1898.....	723	472,990	570,940		567	342,323	599,917

An increase is noted in the receipts at this point of sugar in hogsheads. This sugar is from the South, for which we are an important market. Home canning of fruits, it is claimed by experts, was not heavy during 1903, and for that reason, the total receipts of sugar in all packages was slightly smaller than in 1902. Another reason for a diminution in receipts is the fact that the interior jobbing houses before referred to, do a large business in staples, thus relieving the St. Louis market of what is really a burden, for sugar is sold at a very close margin. The increased shipments of sugar in various packages is due to some extent to the carry over of sugar from 1902 by local interests.

COFFEES.

Receipts—	Bags.	Pkgs.	Shipments—	Bags and Pkgs.
1903.....	439,145	94,821		617,914
1902.....	332,255	120,358		523,815
1901.....	374,675	133,340		503,365
1900.....	360,871	72,912		554,440
1899.....	290,700	.....		406,303
1898.....	274,228	.....		366,163

An increase of over 100,000 bags in the receipts of coffee at this point and a corresponding increase of 100,000 packages in the shipments, shown by the table, is the strongest evidence obtainable of the immense growth of St. Louis as a primary market for coffees. We are shipping green coffees both to the East and West in a jobbing way and we also cater to a tremendous demand for roasted coffees in bulk and in private brand packages through the natural retail territory tributary to this market. In fact we are selling coffees, the roasted kind, in far away sections of the country which we can not hope to

reach with our general lines of groceries. At the close of the year coffees have shown a decided tendency to advance in price and leading coffee importers here believe that the high figure has not yet been reached.

MOLASSES AND SYRUPS.

Receipts—	Bbls.	Kegs.	Shipments—	Bbls.	Kegs.
1903.....	69,310	...		158,189	48,860
1902.....	61,504	325		134,046	38,800
1901.....	54,990	1,940		133,177	43,833
1900.....	80,970	680		150,408	48,728
1899.....	40,608	2,505		178,655	114,863
1898.....	23,540	1,143		121,853	113,255

Receipts of molasses at St. Louis according to the table, have increased in a most satisfactory manner and the shipments show an even more important increase. These receipts in the main are direct from the plantations. One of the important industries of this city is that of syrup blending. A number of large concerns here blend and repack in smaller packages, notably in cans for direct table use. Shipments of goods in these packages are not noted in the tables, but are listed under "canned goods" in the railroad statistics, hence the total of increase is even larger than indicated in the table.

RICE.

Receipts—	Bags and Bbls.	Shipments—	Bags and Bbls.
1903.....	235,140		263,194
1902.....	198,575		228,498
1901.....	173,530		142,947
1900.....	119,613		102,634
1899.....	163,105		112,497
1898.....	127,275		87,477

An unusually satisfactory increase is shown in the receipts and shipments of rice from this market. The great strides that have been made in the production of rice in the rice belt of Texas and Louisiana have led to this becoming an important receiving and distributing market. Rice is one of the items that has shown a lower price tendency during the year and the consumption is growing apace owing to a campaign of advertising that has been inaugurated by the Growers' Association of the South. Domestic rice is rapidly displacing the foreign kind in local consumption, and shipments to the Phillipines and to Japan have been noted.

TEA.

	Receipts—Chests.
1903.....	21,680
1902.....	16,990
1901.....	21,246
1900.....	29,645
1899.....	15,400

A steady growth in the sales of tea is shown by the figures of receipts. This is notable from the fact that last year, the tax of 10 cents a pound had just been removed and buying was heavy, and in

a speculative way. This year there was no speculation. Tea prices have been about normal throughout the year and the tendency has been toward the higher grades, the stringent inspection at receiving ports by the Federal government preventing the importation of the very poor grades.

GENERAL LINES.

One of the most marked increases in receipts at this point was in glucose. This was due to the heavy use of this product by the syrup blenders before noted and the steady climb in the manufacture of confectionery that is making St. Louis the leading candy market of the United States.

General conditions, such as collections, and marked prosperity in the St. Louis territory, and the inherent disposition to "hustle" among St. Louis grocery jobbing houses, warrants the belief that 1904 will be the banner year in St. Louis wholesale grocery circles.

GROCERIES.

RECEIPTS AND SHIPMENTS OF SUGAR FOR TWENTY YEARS.

YEAR.	RECEIPTS.				SHIPMENTS.		
	Hhds.	Bbls.	Boxes.	Bags.	Hhds.	Bbls.	Bags.
1908.....	250	430,445	.....	464,545	400	299,824	291,558
1907.....	198	463,910	.....	511,200	119	266,919	316,753
1901.....	253	465,245	.....	584,516	313	288,737	324,008
1900.....	671	498,379	.....	490,190	.....	351,217	455,260
1899.....	697	489,785	.....	563,405	80	345,754	555,895
1898.....	728	472,990	.....	570,940	578	342,323	599,917
1897.....	1,447	497,385	.....	497,525	631	399,878	556,581
1896.....	1,336	448,105	.....	258,919	866	238,759	226,217
1895.....	8,127	419,703	.....	851,842	1,780	390,772	255,780
1894.....	1,979	453,459	.....	377,840	1,422	419,131	288,964
1893.....	2,508	491,965	.....	414,959	2,212	415,458	264,905
1892.....	1,912	419,016	545	485,121	1,811	324,138	309,996
1891.....	6,985	553,106	.....	570,971	1,651	368,359	261,446
1890.....	2,474	538,290	857	144,407	722	218,292	114,946
1889.....	2,708	346,649	543	332,084	1,153	253,750	249,994
1888.....	80,650	297,922	.....	98,896	3,101	332,739	48,133
1887.....	6,890	316,281	1,569	11,942	615	258,296	1,989
1886.....	52,887	242,075	791	105,590	771	330,349	2,453
1885.....	12,172	297,897	100	1,614	1,621	217,678	2,524
1884.....	22,294	216,821	30	190,990	1,258	276,475	4,454

RECEIPTS AND SHIPMENTS OF MOLASSES, COFFEE AND RICE FOR 17 YEARS.

YEARS.	MOLASSES.				COFFEE.			RICE.	
	RECEIPTS.		SHIPMENTS.		RECEIPTS.		SHIPMENTS.	Sks & bls	Pkgs.
	Bbls.	Kgs.	Bbls.	Kgs.	Bags.	Pkgs.	Pkgs.		
1906.....	69,810	.....	159,199	48,860	439,145	94,921	617,914	225,185	263,194
1902.....	61,504	325	134,046	38,800	592,255	120,356	523,815	196,575	223,498
1901.....	51,990	1,940	131,177	43,832	374,675	188,340	508,865	173,580	142,947
1900.....	30,970	630	150,406	43,726	360,871	72,912	554,440	119,615	103,634
1899.....	40,698	2,605	178,655	114,862	290,700	.....	406,808	163,105	112,497
1898.....	28,540	1,143	121,853	118,265	274,329	.....	346,168	127,375	87,477
1897.....	25,135	2,217	141,114	53,315	370,005	.....	279,695	90,801	72,519
1896.....	16,830	1,908	57,731	27,632	403,888	.....	262,565	87,690	64,616
1895.....	21,197	804	71,597	26,329	259,289	.....	304,977	98,039	62,213
1894.....	32,939	506	118,824	23,557	346,613	.....	309,407	66,576	70,264
1893.....	26,322	318	70,465	44,871	343,847	.....	290,920	87,969	.....
1892.....	23,344	475	55,899	86,133	365,096	.....	387,109	110,350	71,894
1891.....	33,130	392	74,210	29,327	253,154	.....	232,997	87,192	69,510
1890.....	24,262	1,183	47,269	10,361	222,765	.....	202,810	115,970	58,816
1889.....	18,979	1,187	39,543	30,736	211,789	.....	196,692	65,658	67,716
1888.....	22,830	1,249	71,806	48,354	192,940	.....	225,508	74,181	63,116
1887.....	27,335	19,530	39,611	24,343	181,313	.....	212,819	79,604	50,633

RECEIPTS, TEA	Year.	Pkgs.	RECEIPTS, GLUCOSE	Year.	Bbls.
	1908.....	21,380		1908.....	51,050
"	1902.....	16,990	"	1902.....	45,120
"	1901.....	21,246	"	1901.....	48,459
"	1900.....	29,645	"	1900.....	63,100
"	1899.....	15,400	"	1899.....	70,680
"	1898.....	27,190	"	1898.....	43,980
"	1897.....	27,112	"	1897.....	59,220
"	1896.....	16,157	"	1896.....	69,971
"	1895.....	23,567	"	1895.....	60,010
"	1894.....	72,567	"	1894.....	75,968

FOREIGN COMMERCE OF ST. LOUIS IN 1903.

By JAMES ARBUCKLE, Manager Latin-American Club and Foreign Trade Assn.

The advance which the United States has made in foreign commerce during the past decade has been something remarkable. The imports and exports together for the fiscal year of 1903 is the largest in the aggregate yet recorded. The imports amount to \$1,025,719,237, and the exports to \$1,420,141,679, or a total of \$2,445,860,916. The balance in our favor being \$394,422,442.

The value of the agricultural products exported was \$873,322,882, an increase of \$21,857,260.

The value of manufactured exports was \$407,526,159, an increase of \$3,884,758 over 1902.

The product of the forest was \$57,835,891, an increase over 1902 of \$9,647,285.

These figures show a substantial and continued growth in our foreign trade, and is one of the main features which gives us our remarkable and continued prosperity.

LATIN-AMERICAN TRADE.

The trade with the Latin-American countries is one which is of especial interest to the manufacturers and exporters of St. Louis. Situated on the Mississippi River, convenient to the gulf ports where lines of steamers connect with Mexico, West Indies and further South, this city must necessarily, as a great manufacturing center, be a mart for the sale of the products to those countries. The great trunk lines of railroads of the Southwest converging to this city must surely give us control ultimately to a large extent of the trade with Mexico.

The construction of the Panama Canal and its comparative nearness to the gulf ports ought to place us in an advantageous position with the Pacific Coast trade of both North and South America.

Our exports to Mexico have been steadily increasing each year, and we are supplanting to a large extent Mexico's trade with European countries pretty much in all lines.

For the fiscal year 1903 the United States exports to that country had increased largely over the previous year.

The following statistics show our trade with the principal countries of Latin-America for the fiscal year of 1903:

	Exports to	Imports from
Mexico.....	\$42,227,786	\$61,802,902
Cuba.....	21,769,572	62,841,942
Brazil.....	11,155,565	71,583,086
Chili.....	8,753,222	7,155,889
Central America States....	6,025,439	9,060,096
Argentine.....	1,135,840	4,794,000

It will be observed that we import from these various countries much more than we export to them.

Mexico ships us principally metals and jeniquin.-

Cuba, sugar and tobacco.

Brazil, coffee.

Chili, nitrate of soda.

Central America States, coffee, fruit and hides.

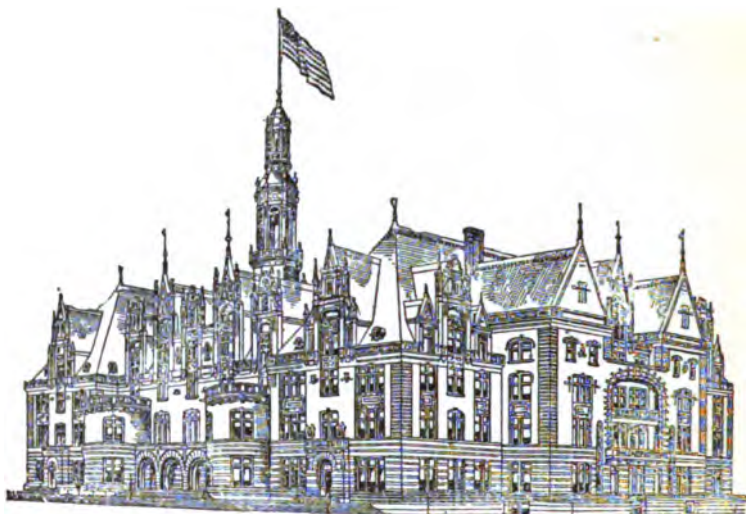
Argentine, hides, etc.

The share of St. Louis in this trade is mostly with Mexico and Cuba. With Mexico we have a regularly increasing trade in hardware, shoes, hats and general lines of goods. The trade has been generally profitable and has increased much within the past few years.

In years of crop failures St. Louis has shipped heavily of grain to various parts of the Republic.

Our trade with Cuba is mostly in flour, corn and provisions. The shipment of flour is very extensive to all parts of the island. We also sell them considerable hardware and some shoes.

St. Louis manufacturers are seeking market in all parts of the world.



CITY HALL, ST. LOUIS.

ST. LOUIS MUNICIPAL AFFAIRS.

From the report of MR. JAMES Y. PLAYER, Comptroller, for the fiscal year ending April 18th, 1906.

CONDITION OF THE TREASURY.

The balance in the treasury at the end of the fiscal year, April 13th, 1903, was \$6,292,592.62. To this amount is to be added for uncollected special tax bills for the opening, sprinkling and changing grades of streets, maintaining boulevards, and for money advanced out of the treasury to pay judgments granted by the Circuit Court, \$332,259.56, making the total resources of the treasury \$6,624,852.18. To be charged against this amount is the balance standing to the credit of special funds and accounts aggregating \$3,636,743.16. After deducting this amount from the resources of the treasury, an unappropriated surplus of \$2,988,109.02 remains, as against \$2,865,331.86 for the preceding year.

Interest and public debt revenue.....	\$ 736,009.24
Municipal revenue.....	375,759.93
Water works revenue.....	1,826,240.99
Harbor fund.....	50,098.86
	<u>\$2,988,109.02</u>

REVENUE AND APPROPRIATIONS.

The resources of the revenue funds for the present fiscal year, including unappropriated balances, April 7, 1902, were as follows:

Interest and public debt revenue.....	\$ 2,280,420.68
Municipal revenue.....	7,110,826.97
Water works revenue.....	3,368,782.57
Harbor fund	185,474.34
	<u>\$12,895,504.56</u>

BONDED DEBT.

At the close of the fiscal year ending April 7th, 1902, the bonded debt, including five million dollars of 3.25 per cent twenty-year gold bonds issued in aid of the St. Louis World's Fair celebrating the Louisiana Purchase Centennial, was \$23,916,278.30. In January, 1903, the city purchased and cancelled \$180,000.00 of World's Fair bonds, reducing the bonded debt at the close of the fiscal year ending April 13th, 1903, to \$23,736,278.30. The annual interest charges on the entire bonded debt during the year just closed amounted to \$939,649.17, an average rate of 3.95 per cent.

SINKING FUND.

At the close of the fiscal year ending April 7th, 1902, the balance in the sinking fund established under the provisions of the charter for the redemption and purchase of bonds outstanding on the seventh day of April, 1890, was \$653,868.85. To this should be added the sum of \$421,590.72 set apart for sinking fund purposes for the year just closed, making a balance to the credit of sinking fund account, April 13th, 1903, of \$1,075,456.57.

During the fiscal year there was purchased out of the \$181,000.00 set apart for sinking fund purposes for the purchase and redemption of World's Fair bonds, \$180,000.00 of bonds, at ninety-eight and accrued interest, or \$176,400.00, which left a balance at the close of the fiscal year of \$4,600.00 to the credit of the sinking fund provided for the redemption and purchase of World's Fair bonds.

TAXATION.

The assessed valuation of real and personal property for the taxes of 1903 is \$415,530,210.00, of which \$337,323,410.00 is assessed as the valuation of real estate and \$78,206,800.00 as the value of personal property.

The State Board of Equalization assessed the value of railroad, bridge, telegraph, express and street railroad property for the year 1902 at \$28,019,385.00. There is no doubt that the assessment for taxes of 1903 will exceed the previous assessment by at least two million of dollars.

The rates of taxation for 1903 on the \$100.00 valuation as compared with the rates for 1902 are as follows:

	1902.	1903.-
For payment of debt and interest (bonds outstanding April 7th, 1890).....	\$.20	\$.12
For interest and sinking fund, World's Fair bonds	.10	.10
For general municipal purposes.....	.98	1.31
Total City.....	\$1.26	\$1.43
For Public Library.....	.04	.04
Total.....	\$1.30	\$1.47

Under the provisions of the Constitution as amended, the rate of taxation for 1903, for city purposes, has been fixed at \$1.47 on the \$100.00 valuation, a net increase of \$0.17 over the previous year. The rate for interest and sinking fund purposes on account of the bonded indebtedness outstanding on April 7th, 1890, was reduced \$0.08, and the rate for general municipal purposes was increased \$0.25.

STATE OF MISSOURI.

FINANCIAL STATEMENT PREPARED BY MR. ALBERT O. ALLEN,
STATE AUDITOR, JANUARY 7, 1904.

Total valuation of real estate and personal property as fixed by the State Board of Equalization for 1903 taxes.....	\$1,097,220,665 00
Railroad, Bridge and Telegraph property, including street railroad property for 1903 taxes.....	125,424,191 12
Merchants and Manufacturers, valuation for 1903 taxes (Estimated).....	76,940,160 00
Total.....	<u>\$1,299,585,016 12</u>
Balance in Treasury, December 31, 1902.....	\$ 1,996,402 71
Receipts into the State Treasury from all sources, for all purposes, for the year ending December 31, 1903.....	5,331,530 29
Disbursements during the year 1903, for all purposes.....	5,496,147 47
Balance in Treasury December 31, 1903.....	<u>1,833,785 53</u>

STATE DEBT, JANUARY 1, 1904.

There is no State bonded debt. The last of the State bonds were called in and paid off February 23, 1903.

The State debt January 1, 1904, consisted of the following described

SCHOOL AND SEMINARY CERTIFICATES OF INDEBTEDNESS.

School certificates, 6 per cent.....	\$2,909,000 00
School certificates, 5 per cent.....	250,000 00
	<u>\$3,159,000 00</u>
Seminary certificates, 6 per cent.....	\$ 123,000 00
Seminary certificates, 5 per cent.....	1,117,639 42
	<u>\$1,240,639 42</u>
Total School and Seminary fund certificates.....	\$4,399,639 42

MINING INDUSTRIES OF MISSOURI.

By J. W. MARSTELLER, Secretary Bureau of Mines, Mining
and Mining Inspection.

Sufficient data is at hand to furnish a very close estimate of the output, prices received for same, and the value of our mine products for the year 1903, which is as follows:

Zinc ores mined, 212,257 tons at \$34.00 per ton.....	\$ 7,216,738
Lead ores mined 142,547 tons at 49.12 per ton.....	7,002,936
Coal mined, 4,600,000 tons at 1.46 per ton.....	6,716,000
Total.....	\$20,935,674
Total production 1902.....	17,696,608
Increase for the year.....	\$ 3,238,866

This increase of 18.30 per cent, considering the volume of the business, is most gratifying, and reflects very clearly the vigorous and healthy industrial conditions prevailing in our State during the past year.

ZINC ORES.

Our output of zinc ore so far as tonnage is concerned shows a falling off compared with 1902; the value of the product, however, shows an increase of 13 per cent. The highest prices reached in the first quarter for the best grade of ore ranged between \$33 and \$40.50 per ton; for the second quarter, between \$40 and \$42.50; the third quarter, from \$40 to \$41, and the last quarter, from \$33 to \$39 per ton. The above prices are for best ores assaying between 64 and 65 per cent, based upon the 60 per cent assay basis. If, for instance, one bin of ore assays 60 per cent and \$36 per ton is paid for it, and another bin assaying 64 per cent, \$40 would be its value. The average price which was received last year for all grades of zinc ores, including the silicates, was \$34 per ton. This is \$1.07 better than the average for any year in our mining history, and when compared with \$24.58 per ton, which is the average price received from 1873 to the beginning of 1903, it would appear to be a very good price and should be satisfactory.

In Southwest Missouri, where the great bulk of our zinc ores are produced, conditions have prevailed that seriously interfered with steady and active operations and of necessity cut short the output. The first and most important of which during the early part of the year was the shortage of cars, many thousands of pounds of ore being

shipped in open cattle and coal cars. Fuel with which to make steam was difficult to secure, coal never being so scarce before in that section; then to add to the troubles, blasting powder was far short of the demand. Then again the operators upon the slightest indication of a decline in the price of the ore caused a curtailment in the production. As a result, prices have been well maintained, but the output has not been so great. Still, it looks like the operators were ahead as they mined 50,000,000 pounds more of zinc in 1902 than they did this last year and received \$85,000 less for it than they did for this year's product.

The zinc industry for the current year is one of great promise, and bids fair to excel all previous experience, barring national troubles in a business way.

LEAD ORES.

With lead ores we find the mining situation exactly reversed from that of zinc ores. Southeast Missouri produced three-fourths of lead ore output of the State, while Southwest Missouri produced a still greater percentage of the zinc ores. Out of a total of 142,547 tons of lead produced during the past year, Southeast Missouri is credited with 115,767 tons at \$48 per ton, making its value \$5,556,816. The southwest produced 26,780 tons, at \$54 per ton, equal to \$1,446,120. The total for the State amounted to \$7,002,936, or an increase over 1902 of \$1,635,871. It will be noticed that there is a difference between the lead ore price of Southeast Missouri, which is given at \$48 per ton and the lead ore of the Southwest, which actually sold for \$54 per ton. The explanation is furnished that the Southwest lead is the purest; one thing, however, of which we are convinced is that prices furnished for Southwest lead ore is based upon actual sales, while the Southeast Missouri lead ore prices are simple estimates. The prices which were received this last year for the product show a very decided advance, being at least \$7.00 per ton more than was realized last year. The possibilities for our lead industry for the current year are equally as promising as that for zinc ores. New mines and extensive plants have been added during the last year, and with a good market still further increase of our lead ore product may be expected.

MISSOURI COAL.

The coal trade of the State for 1903 marks the period of its greatest production, and for the best average price received for the same as well. The output of 4,600,000 tons is an increase of 536,428 tons over 1902. This output was sold at the mines at an average of \$1.46 per ton for all grades, making the value of the product amount to \$6,716,000, which is an increase over 1902 of \$1,390,168, or 26.10 per cent. The year 1889 is the date from which we can record the actual production with certainty; in that year we outputted 2,223,477 tons.

There was a gradual increase from that time until June 30, 1893, when the output was 3,190,442 tons. From that time until and including 1895 there was a decline, the output amounting to only 2,283,081 tons. Since then there has been a steady increase, the output for the year just closed showing that in eight years our coal production has more than doubled and its value increased \$4,040,810, or 151 per cent.

Surrounded by coal producing States, with their coal fields bordering us on the north, south, east and west, our market is altogether a home market, with the best and largest consumer in the State (St. Louis) lost to us by reason of its nearness to the coal fields of Illinois. In view of the facts mentioned, what better evidence can be furnished of our industrial growth and progress than that our home market has demanded from our own State alone coal which in value exceeds the demand of eight years ago by four million and forty thousand dollars?

The current year is full of promise of better things still. Numerous new and extensive mines have been opened and will throw their product on the market. The operators are receiving better prices than ever before, while the miners have had decided advances in the price paid for mining. There is but one strike that can be dignified by a record during the past year, and with a scale of wages agreed upon between the operator and miners which runs until September 21, 1904, we may expect a continuance of that harmony and good feeling between employer and employe with which we have been blessed for some time.

Our mines are as well managed and as well equipped as the mines of any State, their safety and sanitary condition are unexcelled, and their most perfect inspection is reflected by the small number of accidents when compared with other States in the Union.

We have not sufficient data at present to give a correct estimate of the nickel, cobalt, copper, iron, baryta and tripoli which has been mined during the past year in considerable quantity. Enough, we trust, has been furnished to show the very flourishing and healthy condition of our mining industries.

POPULATION OF ST. LOUIS.

AREA 63½ SQUARE MILES.

1830	4,938	1850	185,567
1838	5,000	1855	204,234
1850	5,383	1870—United States Census.....	210,867
1853	6,397	1880—“ “ “	250,523
1855	8,316	1885—Estimated	400,000
1857	13,040	1888—“	450,000
1860	16,469	1890—United States Census.....	451,772
1864	34,140	1900—United States Census	575,238
1865	74,439	1901—Estimated	600,000
1868	94,000	1902—Estimated	621,000
1869	135,200	1908—Estimated	700,000

AMOUNT OF REAL ESTATE AND PERSONAL PROPERTY
ASSESSED IN THE CITY OF ST. LOUIS.

YEAR.	CITY OF ST. LOUIS.	CITY ST. LOUIS.	RATE OF TAXATION.	
	Real Estate.	Real & Pers'nal.	Old Limits.	New Limits.
1864	53,305,390	\$ 65,069,078	2.60	....
1865	73,960,700	87,625,534	2.76½	....
1866	81,961,610	105,245,310	3.00	....
1867	88,635,900	112,907,680	3.35	....
1868	94,363,379	116,523,140	3.85	....
1869	113,636,410	138,523,490	3.85	....
1870	119,080,900	147,960,680	....	....
1871	123,833,950	158,373,430	3.80	....
1872	139,235,180	169,690,570	3.78	....
1873	149,144,460	180,378,950	3.76	....
1874	141,041,480	173,109,370	2.68.5	....
1875	131,141,030	166,969,680	3.48.5	....
1876	133,786,450	166,441,110	3.43.5	....
1877	148,013,750	181,846,590	2.80	....
1878	140,976,540	173,339,980	2.60	1.35
1879	136,071,670	163,313,920	2.60	1.25
1880	126,834,980	160,493,000	2.60	1.25
1881	139,897,470	167,364,230	2.60	1.25
1882	161,679,250	191,948,450	2.58	1.23
1883	163,479,060	192,563,640	2.55	1.20
1884	178,596,650	210,124,370	2.55	1.20
1885	177,867,240	207,010,350	2.55	1.20
1886	187,321,540	215,371,260	2.55	1.20
1887	184,815,560	217,143,330	2.50	1.20
1888	195,978,250	227,769,980	2.80	1.70
1889	190,166,840	230,833,310	2.30	1.60
1890	214,971,060	248,827,830	2.20	1.60
1891	215,833,960	255,113,690	2.20	1.60
1892	243,239,140	284,518,550	2.05	1.60
1893	243,737,430	287,826,420	2.05	1.67
1894	270,288,800	315,292,560	2.05	1.67
1895	286,098,900	380,496,640	2.05	1.67
1896	296,419,690	345,940,150	2.05	1.67
1897	299,635,220	344,749,700	2.05	1.67
1898	314,975,540	360,516,660	2.05	1.67
1899	330,019,390	374,588,490	1.95	1.57
1900	337,201,940	380,779,290	1.95	1.57
1901	342,282,540	394,722,700	1.90	1.90
1902	357,701,410	418,046,300	1.95	1.95
1903	365,683,250	443,965,560	2.15	2.15

City Assessment	\$415,524,520
Board of Equalization for Railroads, Bridges, Telegraph, Express and Street Railroad Property.....	29,041,040
Total	\$444,565,560
City Tax, \$1.47; State, 18c; School, 50c.....	\$2 15

BUILDING IMPROVEMENTS.

STATEMENT SHOWING THE VALUE OF BUILDING IMPROVEMENTS IN THE
CITY OF ST. LOUIS DURING THE YEAR 1903 AND 1902.

Prepared by G. U. HERMBURGER, Commissioner of Public Buildings.

BUILDING PERMITS ISSUED.

1903.			1902.		
Months.	Number of Permits.	Value of Improvements.	Months.	Number of Permits.	Value of Improvements.
January.....	280	\$ 581,212	January.....	268	\$ 735,453
February.....	304	800,089	February.....	194	671,511
March.....	377	2,023,899	March.....	363	1,067,703
April.....	401	2,892,470	April.....	434	1,353,788
May.....	383	803,580	May.....	409	1,063,083
June.....	389	747,660	June.....	433	1,614,903
July.....	426	1,471,806	July.....	446	1,178,233
August.....	448	741,804	August.....	449	1,307,416
September..	529	923,874	September...	480	775,035
October.....	592	1,659,133	October.....	435	1,175,600
November...	396	685,619	November....	519	869,824
December...	317	1,263,184	December...	282	1,026,436
Totals.....	4,802	\$ 14,544,430	Totals.....	4,502	\$12,854,035

BUILDING PERMITS ISSUED FOR TWENTY-TWO YEARS.

	BRICK AND STONE BUILDINGS.	FRAME BUILDINGS.	TOTAL BUILDINGS.	COST.
1903.....	2,177	2,625	4,802	\$14,544,430
1902.....	2,268	2,236	4,502	12,854,035
1901.....	1,698	1,824	3,522	13,207,991
1900.....	1,380	1,168	2,548	5,816,984
1899.....	1,589	981	2,570	8,249,553
1898.....	1,861	796	2,657	7,882,889
1897.....	2,549	771	3,320	9,471,640
1896.....	2,843	686	3,529	10,084,808
1895.....	2,862	780	3,642	14,831,050
1894.....	2,977	876	3,853	11,844,700
1893.....	3,748	1,089	4,837	13,357,667
1892.....	3,496	1,296	4,792	16,978,873
1891.....	2,976	1,459	4,435	13,259,950
1890.....	3,686	1,339	5,024	13,682,700
1889.....	2,433	1,091	3,524	9,765,700
1888.....	2,145	841	2,986	8,029,501
1887.....	1,842	648	2,490	8,162,814
1886.....	1,783	491	2,274	7,080,219
1885.....	2,160	510	2,670	7,576,519
1884.....	1,989	690	2,679	7,816,696
1883.....	1,881	590	2,471	7,123,878
1882.....	1,646	715	2,361	6,010,554

ST. LOUIS WEATHER FOR THE YEAR 1903.

By EDWARD H. BOWEN, Local Forecast Official, United States
Weather Bureau.

The mean temperature—56.0 degrees—at St. Louis, Mo., for the year 1903 was slightly below the thirty years' normal. January was the warmest winter month; February and December were both below their normals, the greatest deficiency, 6.2°, occurring in the last named month. The spring months were mild, each being warmer than normal, the greatest excess falling in March. With the exception of July the summer months were cooler than usual, as were also the autumnal, if October be omitted; the greatest monthly departures from the normal for the two seasons occurred during June and November. The highest temperature for the year was 98° on July 9th, and the lowest, 6° below zero, on February 17th.

The rainfall was below the normal for all months excepting February, June, August and September; November received the minimum amount, 0.61 of an inch, and June and August, the heaviest precipitation, 5.71 and 6.16 inches, respectively. The greatest twenty-four hour rainfall was 3.55 inches, on May 31st and June 1st. The annual precipitation was 33.81 inches, or 3.40 inches below the station normal.

The total wind movement for the year was 87,417 miles, or an average of nearly 10 miles per hour. The prevailing direction was from the south, and the maximum velocity, 52 miles, from the west on January 7th.

The total number of clear days was 138; partly cloudy, 112; cloudy, 115; days with rain (0.01 of an inch or more), 112; with snow, 15; with fog, 8; with hail, 3; with thunderstorms, 45.

RECORD BY MONTHS.

The mean temperature for January was 33.7°, or 1.9° above normal. The highest temperature was 64°, on the 26th, and the lowest 3°, on the 12th; the absolute range was 61°, and the greatest daily range 31°, on the 29th. The total precipitation was 1.76 inches, or .043 inch below normal. Snow occurred on the 5th, 11th, 20th, 23d and 24th, the total fall being 8.4 inches. The prevailing wind direction was from the south; the maximum velocity, 52 miles, from the west on the 7th. Number of clear days, 13; partly cloudy, 7; cloudy, 11; rainy, 7.

FEBRUARY.

The February temperature was practically normal, the mean being 33.6, with a minus departure of only 0.9°. The highest temperature

was 62°, on the 1st, and the lowest 6° below zero, on the 17th; the absolute range was 68°, and the greatest daily range 24°, on the 18th. The precipitation was 3.14 inches, or 0.21 of an inch in excess of the normal. Snow occurred on the 4th, 7th, 8th, 15th and 16th, the total fall being 7.6 inches.

There were 8 clear, 7 partly cloudy, 13 cloudy days, and 13 days with 0.01 inch or more of rain during the month. The prevailing wind direction was from the south, and the maximum velocity, 51 miles per hour, from the southwest, on the 4th.

MARCH.

The mean temperature for March was 49.4°, or 5.6° above normal. The highest temperature was 78°, on the 17th, and the lowest 20°, on the 1st; the absolute range was 58°, and the greatest daily range 26°, on the 26th. The total rainfall was 3.20 inches, or only 0.13 inch below the normal. There were 10 clear, 8 partly cloudy, 13 cloudy, 12 rainy days, and 2 days with snow during the month, but the total snowfall was only 0.3 of an inch. The prevailing wind direction was south, and the maximum velocity, 37 miles per hour, from the southwest, on the 19th. The last killing frost of spring occurred on the 29th.

APRIL.

April's mean temperature was 57.4°, or 0.8° above normal. The highest temperature for the month was 85°, on the 2d, and the lowest, 32°, on the 3d, the only freezing temperature of the month occurring on the latter date. The absolute range was 53°, and the greatest daily range 30°, on the 2d. The total rainfall was 2.79 inches, or 0.64 of an inch below the normal; the greater portion of the rain fell during the first half of the month. Number of clear days, 9; partly cloudy, 8; cloudy, 13; rainy, 14. Thunderstorms occurred on the 10th, 11th, 12th, and 19th. The prevailing wind was from the south, and the maximum velocity, 44 miles, from the west, on the 30th.

MAY.

May was slightly warmer than usual, the mean temperature, 69.0°, being 2.6° above normal. The highest temperature was 92°, on the 22d, and the lowest 39°, on the 1st; the absolute range was 53°, and the greatest daily range 27°, on the 2d. The total rainfall was 2.08 inches, or 2.27 inches below the monthly normal, the greatest deficiency occurring during the first half of the month. During the month there were 6 clear, 10 partly cloudy, 15 cloudy, and 14 rainy days. Thunderstorms occurred on the 13th, 20th, 21st, 24th, 25th, 27th, 29th, 30th and 31st. The prevailing wind was from the south, and the maximum velocity, 38 miles per hour, from the southwest on the 27th. Heavy frost occurred on the 1st.

JUNE.

June was much cooler than usual, the mean temperature, 70.4°, being 5.1° below normal. The highest temperature, 90°, occurred on the 30th, and lowest, 50°, on the 12th. The absolute range for the month was 40°, and the greatest daily 22°, on the 18th. The total rainfall was 5.71 inches, or 1.09 inches in excess of the normal; moderate to excessive rains occurred during the first decade, and light to moderate during the last decade. The greatest 24-hour rainfall for the month, and also for the year, was 3.55 inches, on the 1st. The Mississippi River rose rapidly during the first decade, soon reaching the flood stage. During the first ten days of the month the river rose from 27.8 feet to 38.0 feet above the zero of the gauge, the highest point being reached on the 10th; beginning with the 11th the river receded, and had fallen to 21.0 feet at the close of the month. During the month there were 12 clear, 10 partly cloudy, 8 cloudy, and 8 rainy days. Thunderstorms occurred on the 1st, 4th, 5th, 8th, 19th and 21st. The prevailing wind direction was from the northwest, and the maximum velocity, 28 miles per hour, from the north, on the 8th.

JULY.

July was the only summer month warmer than normal, the mean temperature, 80.8°, being 1.3° above the monthly average. The highest temperature, 98°, occurred on the 9th, and the lowest, 65°, on the 18th; the absolute range for the month was 33°, and the greatest daily 23°, on the 25th. The total rainfall was 2.68 inches, or 0.90 inch below normal; the heaviest rain occurred during the 2d decade and on the 29th. During the month there were 12 clear, 12 partly cloudy, 7 cloudy and 7 rainy days. Thunderstorms occurred on the 9th, 10th, 11th, 15th, 17th, 28th and 29th. Southerly wind prevailed during the month; the maximum velocity was 34 miles per hour, from the west, on the 21st.

AUGUST.

The August temperature was practically normal, the mean being 77.2°, or only 0.4° below the monthly average. The highest temperature was 97°, on the 24th, and the lowest 58°, on the 31st; the absolute range was 38°, and the greatest daily 26°, on the 5th. The total rainfall for the month was 6.16 inches, or 3.73 inches above the normal, the largest amount and the greatest excess of any month during the year. The rain was fairly well distributed through the month. There were 11 clear, 12 partly cloudy, 8 cloudy and 12 rainy days during the month. Thunderstorms occurred on the 2d, 4th, 5th, 10th, 18th, 15th, 19th, 26th, 27th and 28th. The prevailing direction of the wind was from the south, and the maximum velocity, 47 miles per hour, from the north, on the 5th.

SEPTEMBER.

September's mean temperature, 69.6°, was only 0.6 of a degree below normal. The highest temperature was 92°, on the 7th, and the lowest 45°, on the 17th; the monthly range was 47°, and the greatest daily range 29°, on the 26th. The total precipitation was 3.06 inches, or 0.21 inch above normal; the greater portion of the rain occurred between the 8th and 16th of the month. There were 13 clear, 9 partly cloudy, 8 cloudy, and 6 rainy days during the month. Thunderstorms occurred on the 8th, 9th, 14th and 15th. The prevailing wind direction was from the south; the maximum velocity was 36 miles per hour, from the northwest, on the 26th.

OCTOBER.

The mean temperature for October, 59.2°, was practically normal, being only 0.3° above the monthly average. The maximum temperature was 87°, on the 3d, and the minimum 35°, on the 24th; the monthly range was 52°, and the greatest daily 34°, on the 25th. The total precipitation was 1.37 inches, or 0.93 of an inch below normal. The greater portion of the rain fell during the first decade. There were 17 clear, 9 partly cloudy, 5 cloudy and 7 rainy days during the month. Thunderstorms occurred on the 4th and 7th. The prevailing direction of the wind was from the southeast, and the maximum velocity, 38 miles per hour, from the northwest, on the 7th. The first killing frost of the season occurred on the 24th.

NOVEMBER.

The mean temperature for November was 41.8° degrees, or 2.7° below normal. The maximum temperature, 71°, occurred on the 3d, and minimum, 14°, on the 18th; the absolute range was 57°, and the greatest daily range, 37° on the 16th. November was the driest month of the year, the total rainfall being only 0.61 inch, or 2.31 inches below the monthly normal. There were 12 clear, 11 partly cloudy, 7 cloudy and 6 rainy days during the month. The first snow of the season occurred on the 16th. A thunderstorm occurred on the 4th. The prevailing wind was from the southeast, and the maximum velocity, 44 miles per hour, from the northwest, on the 28th.

DECEMBER.

December was the coldest month of the year, the mean temperature being 29.8°, or 6.2° below its normal. The maximum temperature was 56°, on the 31st, and the minimum, 1°, on the 13th. The absolute temperature range was 55°, and the greatest daily, 40°, on the 12th. The month was dry during the first decade, but the precipitation was fairly well distributed through the last two decades. The total precipitation was 1.25 inches, or 1.04 inches below normal. The river fell steadily

during the first half of the month, reaching a minimum of 0.6 feet above the zero of the gauge, on the 18th, the lowest point reached during the year; the river rose slowly from the 18th, the close of the month, reaching 4.8 feet at the end of the year. There were 15 clear, 9 partly cloudy, 7 cloudy, 6 rainy and 2 snowy days during the month. The prevailing wind direction was from the northwest, and the maximum velocity, 48 miles per hour, from the northwest, on the 25th.

NORMAL CLIMATIC CONDITIONS AT ST. LOUIS, MO.

Extreme and average climatic condition for each month of the year, compiled from the Weather Bureau records of the last 33 years:

MONTH.	TEMPERATURE			PERCENT.		Precipitation in inches.	NUMBER OF DAYS.				Prevailing Wind Direction.
	Maximum.	Minimum.	Mean.	Relative Humidity.	Cloudiness.		Clear.	Partly Cloudy.	Cloudy.	With Precipitation	
January	74	-22	32	78	52	2.19	19	10	11	9	N. W.
February	78	-16	34	72	54	2.98	9	9	10	9	N. W.
March	85	8	44	69	55	5.88	9	12	10	11	N. W.
April	91	22	57	64	50	8.48	10	12	8	10	S. E.
May	94	34	66	67	50	4.85	11	12	8	12	S.
June	102	44	76	69	48	4.62	9	15	8	12	S.
July	107	56	80	67	48	8.58	18	18	5	10	S. S.
August	106	52	78	67	39	2.48	14	13	4	8	S. S.
September	103	57	70	67	38	2.85	15	10	5	7	S. S.
October	91	24	59	65	37	3.80	16	9	6	7	S. S.
November	82	5	44	69	51	2.92	10	10	10	9	S. S.
December	74	-17	36	72	57	2.29	9	10	12	10	S.
Normals and Extremes.	107	-22	56	68	48	37.22	185	185	95	114	S.

— Indicates below zero. Maximum temperature 107 degrees July 24th, 1901. Minimum temperature 22 degrees below zero January 5th, 1894. Absolute range 129 degrees.

DAILY PRECIPITATION AT ST. LOUIS, MO., FOR THE YEAR 1903.

TAKEN FROM THE RECORDS OF THE U. S. WEATHER BUREAU,
LOCAL OFFICE.

DAY OF MONTH	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	T	.01				8.55		.02		.02	.24	T
2.....	T .68	T				T		.15			.12	
3.....	T	1.01	.08	.57	.04	T	T					
4.....	T		1.06			.07	T	.04		.06	.02	T
5.....	.06	T			.04	.16		.57		.04	.06	
6.....			.27	T		.09		.02				
7.....	T	.01	.35	.09	T					.98		
8.....	T	.09	.14	.86				.01	.98			
9.....						T			.05		T	.08
10.....	T	.05	.49	.33			.80	T	.43			T
11.....	.86	.31		.27			.05	.48			.05	T
12.....				.20	.08		.12	.77				.59
13.....		.01		.24	.21			.97	T		T	.01
14.....		1.02		.18	.08		T			.02		
15.....		1.21	T	T	T			.56	1.06	.22		
16.....		.01	.10	.02			.01		.43		T	
17.....	T	T					.18		T			
18.....		T			.17		.56					T
19.....			.08	.22	.04	.06		T				.15
20.....	.01		.66	.17	.41							.02
21.....	T				.06		T					T
22.....						1.24						
23.....	.16		.08				T					T
24.....	.26		.08	.05	T	T					T	.45
25.....	T	.01		.01	.01			2.15	T		.12	T
26.....		.01			T	.84		T				
27.....	.28	.40			.18	.22	T	T	.09			
28.....	T	T	.04				T	.68				
29.....					.40		1.46		T	T	T	T
30.....				.08	T		T		T	.01	T	
31.....	T				.42		T					
Total.....	1.76	8.14	8.20	2.79	2.08	5.71	2.68	5.97	8.06	1.57	0.61	1.26
Def'cure.....	-0.43	+0.21	-0.18	-0.64	-2.27	+1.09	-0.90	+3.78	+0.21	-0.98	-2.81	-1.04

+Excess. -Deficiency. T indicates precipitation too small to measure.

TABLE SHOWING THE MAXIMUM AND MINIMUM TEMPERATURES RECORDED BY THE WEATHER
BUREAU AT ST. LOUIS, MO., DURING THE YEAR 1903.

DATE.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
January..Max.	43	38	37	38	35	43	44	27	18	26	28	24	15	35	52	49	45	32	39	39	33	49	37	25	46	64	58	62	61	44	50
..Min.	32	36	30	26	24	27	24	16	16	12	9	9	8	10	27	39	30	22	28	29	20	26	30	28	31	39	49	48	50	29	40
February..Max.	62	61	45	41	36	40	38	38	52	52	55	51	35	36	33	17	16	23	26	38	36	40	46	36	42	50	61	46	....	....	41.1
..Min.	48	41	38	28	19	29	32	29	30	39	40	33	32	30	17	2	-6	-1	8	13	26	30	34	30	26	33	46	37	....	....	26.1
March.....Max.	86	44	44	47	52	59	63	68	57	55	51	54	64	67	59	63	78	76	58	58	55	59	50	44	54	68	61	47	51	59	70
..Min.	20	28	32	42	45	50	48	39	41	49	44	42	45	49	41	53	57	62	58	54	35	40	34	29	33	42	42	38	52	38	44
April.....Max.	90	86	55	55	58	66	71	78	78	98	83	82	59	44	47	60	64	72	70	65	63	54	63	67	56	68	71	52	81	70	....
..Min.	58	56	52	37	41	49	52	52	55	59	80	58	44	41	41	44	44	51	54	52	47	42	48	51	44	40	48	55	60	40	46.1
May.....Max.	89	70	69	71	63	62	71	76	80	80	78	78	71	77	82	86	84	78	84	80	88	92	98	82	84	88	80	84	80	79	68
..Min.	39	48	47	46	53	54	55	55	62	63	64	64	62	61	60	65	66	66	66	66	67	70	68	71	69	70	68	55	65	63	56
June.....Max.	72	78	78	76	75	78	82	85	77	78	67	62	76	81	88	86	76	94	86	82	84	71	78	79	81	72	72	88	88	90	78
..Min.	62	61	63	61	62	60	65	65	66	61	51	50	53	60	63	67	60	64	66	66	65	65	60	64	66	64	62	64	69	73	....
July.....Max.	89	89	91	90	84	90	91	96	96	93	94	85	81	86	87	85	98	88	86	87	91	86	87	90	95	94	98	94	86	79	77
..Min.	75	77	76	77	73	75	75	75	77	75	74	72	65	67	63	67	73	71	68	70	75	72	73	77	79	72	74	70	68	73	68
August.....Max.	90	92	94	94	94	84	80	82	84	88	81	77	76	84	89	78	86	86	87	82	88	90	95	97	91	90	94	87	82	75	71
..Min.	66	72	74	77	68	71	65	68	67	69	65	63	63	65	71	69	68	66	70	68	67	68	72	77	79	72	74	70	68	63	58
September..Max.	76	81	86	88	79	88	92	90	88	78	87	83	84	88	86	83	60	65	75	84	88	93	98	98	93	98	68	73	75	77	79
..Min.	61	62	66	68	64	69	70	68	70	68	71	73	78	73	68	48	45	49	54	55	58	58	59	48	53	54	48	53	55	64	....
October.....Max.	76	82	87	76	74	90	74	62	60	63	64	67	74	69	66	64	52	40	75	75	77	64	55	52	74	57	57	64	64	70	72
..Min.	68	62	66	65	63	65	55	52	48	44	46	48	50	56	55	52	47	38	46	57	52	45	41	35	40	48	36	42	46	52	64
November..Max.	68	60	71	67	57	52	51	63	65	59	63	65	49	48	68	68	81	28	84	41	48	58	54	34	34	27	35	41	36	31	....
..Min.	35	38	50	54	52	38	38	45	59	40	37	37	32	37	32	27	16	19	26	39	30	26	27	26	27	16	19	29	26	22	....
December..Max.	38	36	50	38	30	42	47	35	32	26	35	35	13	20	28	35	33	46	42	43	52	41	47	44	42	24	48	45	36	37	56
..Min.	26	26	30	24	20	19	33	23	26	14	28	11	1	9	11	24	15	24	29	27	33	25	35	36	8	5	23	24	16	9	26

THE CITY OF ST. LOUIS.

CUSTOM HOUSE TRANSACTIONS, 1903.

Condensed Classification of Commodities Imported into St. Louis during the year ending December 31, 1903, showing foreign value and duty paid.

CHAS. F. GALENKAMP,
Surveyor of Customs.

COMMODITIES.	Value	Duty.
Art Works.....	\$ 19,390 00	\$ 3,275 70
Books and Printed Matter.....	12,612 00	5,158 00
Brushes.....	6,557 00	2,623 90
Burlaps and Bagging.....	705,881 00	191,479 62
Chemicals and Drugs.....	895,080 00	109,607 68
China and Earthenware.....	101,894 00	57,778 06
Cutlery.....	91,483 00	48,014 76
Fire Arms.....	78,467 00	32,654 86
Fish.....	160,838 00	19,967 02
Free Goods.....	808,799 00	.....
Glassware.....	20,922 00	12,997 11
Glass, Window and Plate.....	257,820 00	96,211 81
Hops.....	147,561 00	40,286 34
Jewelry and Precious Stones.....	61,517 00	8,002 00
Manufactures, Cork.....	98,262 00	22,275 85
" Cotton.....	860,146 00	478,611 67
" Flax.....	240,406 00	112,089 42
" Leather.....	48,628 00	20,888 73
" Metal.....	63,767 00	28,692 90
" Paper.....	51,656 00	15,896 71
" Silk.....	128,567 00	71,622 72
" Wood.....	9,899 00	5,286 54
" Wool.....	87,159 00	81,026 46
Marble and Stone.....	16,518 00	9,500 75
Miscellaneous.....	868,228 00	160,786 85
Oil Cloths.....	68,018 00	80,635 47
Paints and Colors.....	12,280 00	3,616 60
Rice, Granulated.....	50,489 00	7,818 52
Spirituos Liquors.....	59,448 00	68,322 84
Straw Matting.....	148,752 00	66,168 92
Tobacco and Cigars.....	120,799 00	160,175 96
Toys.....	16,969 00	5,729 15
Wines, Sparkling.....	56,185 00	81,264 00
Wines, Still.....	101,565 00	40,939 88
Wire.....	267,987 00	109,966 82
Collections from all other sources.....	.....	68,314 18
Total, 1903.....	\$5,671,495 00	\$2,164,871 08
Total, 1902.....	4,712,562 00	1,906,451 43

CUSTOMS WAREHOUSE TRANSACTIONS.

PORT OF ST. LOUIS—DURING 1903.—CHAS. F. GALLENKAMP, SURVEYOR.

MONTHS.	WAREHOUSED.		WITHDRAWN.	
	Value.	Duty.	Value.	Duty.
In Warehouse Dec. 31, 1902.....	\$218,868 00	\$172,885 75	.....	.....
January, 1903.....	98,059 00	25,208 84	\$179,809 00	\$ 88,174 07
February, ".....	14,768 00	18,859 01	28,911 00	28,771 19
March, ".....	82,846 00	20,566 84	28,684 00	26,022 82
April, ".....	11,828 00	10,270 87	24,288 80	21,496 18
May, ".....	28,605 00	27,941 01	26,919 00	17,004 72
June, ".....	47,118 00	27,052 07	20,019 00	19,420 71
July, ".....	69,710 00	44,680 19	49,672 00	24,008 44
August, ".....	86,129 00	88,670 88	50,692 00	20,168 58
September, ".....	40,980 00	21,701 76	48,128 00	24,621 88
October, ".....	58,625 00	29,822 81	64,072 00	81,762 08
November, ".....	111,155 00	54,568 74	46,558 00	24,888 15
December, ".....	142,615 00	74,885 40	159,581 00	96,025 68
TOTALS.....	\$940,245 00	\$560,057 42	\$728,783 00	\$402,399 40
In Warehouse Dec. 31, 1903.....	.....	.....	216,512 00	157,758 02

Statement of Commodities, exported in bond from the Port of St. Louis during the year ending December 31, 1903.

CHAS. F. GALLENKAMP,
Surveyor of Customs.

COMMODITIES.	Gallons.	Pounds.	Value.
Beer.....	576,552	.....	\$896,896
Burlap Bags.....	.....	8,218,627	228,188
Dry Plates.....	.....	548,148	90,216
Steel Wire Rope.....	.....	915,701	77,676
Tobacco.....	.....	110,592	84,201
Calendars.....	.....	14,287	2,042
Ammonia.....	.....	87,572	9,842
TOTAL.....	576,552	4,894,422	\$906,006

STATEMENT OF BUSINESS TRANSACTED AT THE ST. LOUIS POSTOFFICE DURING 1901, 1902 AND 1903.

FRANK WYMAN, Postmaster.

REVENUES.

	Receipts.	Expenditures.
1903.....	\$3,111,490.50	\$1,630,697.06
1902.....	\$2,736,763.05	1,330,574.82
1901.....	2,240,429.72	1,241,282.07
Δ Increase in receipts.....		\$ 374,727.54
Δ Increase in net revenue		124,605.90

DISTRIBUTION AND DISPATCH OF MAILS ORIGINATING IN ST. LOUIS.

		Increase.
Total pounds handled in 1903..	41,623,843	6,895,461
Total pounds handled in 1902.....	34,738,382	
Total pounds handled in 1901.....	30,521,550	
Total number pieces outgoing handled in 1903...	304,907,161	22,585,715
Total number pieces outgoing handled in 1902...	282,321,446	
Total number pieces outgoing handled in 1901 ..	245,784,171	

RECEIVED FROM POSTAL ROUTES AND OTHER POSTOFFICES.

Total pounds, 1903.....	7,833,716	Total pieces handled, 1903.108,807,130
Total pounds, 1902.....	7,131,521	Total pieces handled, 1902.101,530,509
Total pounds, 1901.....	6,561,386	Total pieces handled, 1901. 94,506,880

MAIL MATTER COLLECTED AND DELIVERED BY CITY DELIVERY.

Total pounds, 1903.....	24,565,784	Total pieces, 1903.....	466,749,896
Total pounds, 1902.....	23,816,173	Total pieces, 1902	452,507,367
Total pounds, 1901.....	18,437,827	Total pieces, 1901.....	378,194,367

LOCAL DROP MAIL.

	1903. Pounds.	1903. Pieces.	1902. Pounds.	1902. Pieces.	1901. Pounds.	1901. Pieces.
Letters	969,158	58,149,480	907,101	54,526,060	904,961	54,297,660
Cards.....	89,270	6,872,250	87,536	6,591,900	36,968	5,545,300
Circulars.....	178,297	7,181,890	152,110	6,084,400	148,780	5,951,300
Second Class....	273,900	3,067,900	276,710	3,043,810	273,549	3,009,089
Third Class.....	348,905	6,978,100	320,944	6,418,880	289,788	5,795,760

RECEIPTS AND DISPATCH OF REGISTERED MAIL.

Total number, 1903.....	4,010,660
Total number, 1902.....	3,520,990
Total number, 1901.....	2,843,506

ISSUING AND PAYMENT OF MONEY ORDERS.

	Number.	Amount.
1900.....	1,406,489	11,073,684.06
1902.....	1,212,491	\$9,603,590.21
1901.....	1,157,718	8,395,089.32

U. S. INTERNAL REVENUE COLLECTIONS
IN THE FIRST DISTRICT OF MISSOURI.
BENJ. WESTHUS, *Collector.*

	1898.	1899.	1900.	1901.	1902.	1903.
<i>Lists (penalties, etc.)</i>	\$ 132,435 70	\$ 98,968 35	\$ 160,739 11	\$ 188,472 83	\$ 144,845 84	\$ 73,181 18
<i>Spirit Stamps</i>	1,134,839 74	685,729 77	168,965 18	120,968 89	48,500 21	45,195 81
<i>Tobacco Stamps</i>	5,627,080 61	8,000,738 62	9,515,395 13	8,895,848 32	6,485,205 24	4,852,525 71
<i>Cigar and Cigarette Stamps</i>	524,578 82	281,672 46	210,167 14	192,623 07	173,553 87	187,159 93
<i>Snuff Stamps</i>	1,766 02	2,002 56	1,788 12	1,574 19	849 35	635 76
<i>Beer Stamps</i>	3,015,508 03	3,885,760 87	4,286,181 76	4,302,801 02	3,422,974 65	2,836,874 72
<i>Special Tax Stamps</i>	164,030 76	176,871 29	177,809 16	185,487 10	167,613 92	168,670 50
<i>Playing Cards</i>	15 70	9 08	4 14	2 48	5 50	2 20
<i>Mixed Flour</i>	120 10	164 08	99 00	62 00	75 00	113 01
<i>Documentary Stamps</i>	688,866 92	923,504 95	985,888 63	494,911 23	127,703 80	3,999 61
<i>Proprietary Stamps</i>	145,933 42	216,000 28	219,801 59	122,706 72	12,435 41	.....
<i>Oleomargarine</i>.....	.....	.....	.....	.....	5,615 10	15,199 80
Total	\$ 11,440,470 80	\$ 14,276,461 24	\$ 15,676,548 96	\$ 14,490,058 84	\$ 10,598,877 39	\$ 8,174,533 22

THE CITY OF ST. LOUIS.

FIRE RECORD FOR 1903.

As Reported by Underwriter's Salvage Corps.

MONTHS.	ON BUILDINGS.			ON CONTENTS.		
	Insurance.	Losses to Companies.	Total Losses.	Insurance.	Losses to Companies.	Total Losses.
January ...	\$ 238,508 66	\$ 28,237 85	\$ 29,978 35	\$ 301,452 67	\$ 28,135 96	\$ 28,135 96
February ..	428,382 33	45,405 61	45,529 96	572,629 75	193,854 46	193,959 44
March	263,389 55	19,974 72	20,019 72	128,773 64	22,215 85	22,215 85
April	176,052 00	8,407 77	8,742 77	48,950 00	10,113 16	10,123 15
May	478,000 26	20,988 42	20,988 42	505,215 00	78,463 30	80,714 80
June	583,837 32	28,991 79	29,039 79	183,708 00	47,301 47	47,301 47
July	345,443 98	46,423 67	52,099 71	317,917 41	54,357 39	54,997 91
August	429,778 36	86,716 63	86,716 63	676,090 00	196,841 35	237,118 16
September ..	136,050 00	12,335 44	12,995 44	229,650 00	34,040 19	34,255 44
October	318,011 50	60,237 05	64,353 45	246,221 00	57,342 31	61,261 77
November ..	200,278 77	18,430 24	18,455 24	294,770 00	23,866 08	25,024 08
December ..	469,434 06	12,053 39	12,053 39	357,570 00	26,104 16	27,266 66
Totals ...	\$4,067,162 79	\$ 388,262 58	\$ 400,972 87	\$4,402,947 47	\$ 766,585 69	\$ 822,374 69

FIRES FOR WHICH NO ALARMS WERE GIVEN.

MONTHS.	ON BUILDINGS.		ON CONTENTS.	
	Insurance.	Losses.	Insurance.	Losses.
January	\$ 117,535 00	\$ 696 40	\$ 65,199 00	\$ 1,582 68
February	72,575 00	998 15	29,884 17	412 51
March	60,523 00	661 66	38,900 00	946 69
April	73,883 00	526 31	33,100 00	472 97
May	72,060 00	1,810 85	28,600 00	747 79
June	88,191 00	237 15	28,200 00	371 47
July	79,275 00	733 58	29,980 00	460 57
August	201,695 00	2,151 78	40,310 00	967 61
September	46,925 00	490 30	35,078 07	1,168 23
October	102,804 00	428 70	52,800 00	436 63
November	30,925 00	134 65	16,050 00	336 70
December	52,980 00	813 46	31,350 00	571 44
Totals	\$ 949,361 00	\$ 8,963 97	\$ 423,300 24	\$ 8,290 39

INSURANCE LOSSES AND PERCENTGES ON BUILDINGS AND CONTENTS DURING A NUMBER OF YEARS.

YEAR.	No. of fires and Alarms.	Amount of Insurance Involved.	Amount of Losses to Insurance Co's.	Percentage
1892	1587	7,939,969 91	1,619,055 03	20.39
1893	1435	7,545,353 64	2,100,616 60	27.84
1894	1513	4,206,085 29	1,194,106 01	28.38
1895	1640	5,181,017 00	779,678 97	15.05
1896	1958	6,454,361 63	881,860 74	13.66
1897	1965	11,580,261 12	2,246,980 61	19.40
1898	2094	9,277,860 09	1,143,823 25	12.32
1899	2473	9,017,903 97	928,159 54	10.20
1900	2048	10,338,995 23	1,855,023 10	17.94
1901	2373	23,960,542 56	2,708,427 57	11.30
1902	2076	10,605,929 37	1,501,754, 50	14.16
1903	3056	9,842,771 50	1,172,101 63	11.98

WARASH

C. & A. 71

NO. PAC. TO KAM

ROCK ISLAND W

W

th-
he
he
in

om
ve
sir
rs

re
be
of

bt,
ss,
to
ht
of

he
ns

 MOI

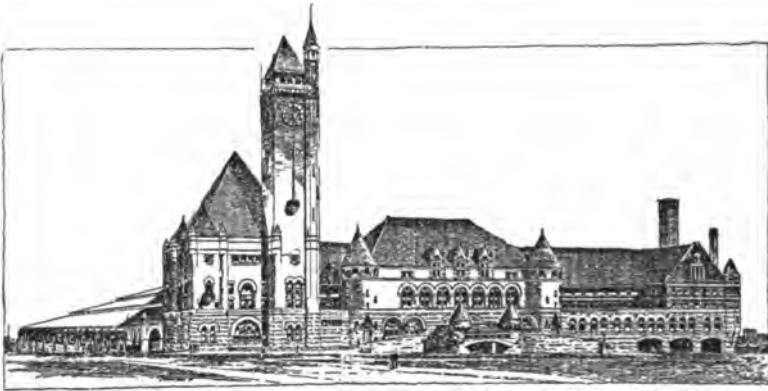
Janu
 Febru
 Marc
 April
 May.
 June
 July
 Augu
 Septu
 Octol
 Nove
 Dece
 Tot

Janu
 Febru
 Marc
 April
 May
 June
 July
 Augu
 Septu
 Octol
 Nove
 Dece

T

 INBU

1891..
 1893..
 1894..
 1895..
 1896..
 1897..
 1898..
 1899..
 1900..
 1901..
 1902..
 1903..
 1906..



UNION STATION, ST. LOUIS.

RAILROAD TRANSPORTATION.

By E. S. TOMPKINS, Commissioner, St. Louis Traffic Bureau.

Many miles of new railroad have been constructed in the Southwest in the last three years. These improvements called for the investment of a large amount of money and this has resulted in the opening up and development of new and naturally rich sections in Oklahoma and Indian Territory, as well as in adjoining states.

The older lines have also been improved and some of them practically rebuilt, but with all the improvements, the railroads have not been able to haul the tonnage offered to them, although their equipment has been materially increased with locomotives and cars of an improved and heavy type.

This section is exceedingly prosperous, but the indications are that the construction of new mileage in the coming year will be much less than in 1903, due principally to the decline in the price of railroad stocks and the increase in the cost of labor and supplies.

The shutting down of construction for one year will, no doubt, bring about pronounced reductions in the cost of labor and supplies, and then there is every reason to believe that the large returns to be secured through investments in new lines, coupled with the bright outlook for continued prosperity, will result in the resumption of railroad construction in this section.

The vigorous policy pursued by the railroads in developing the varied resources of the Southwest, has resulted in larger returns

than they anticipated and as a result the railroads have not kept pace with the increase in the commerce of this section and further expenditures must necessarily be made to enable them to reap the full returns from their investments in the Southwest and surrounding territory.

Their efforts have also resulted in a large increase in emigration from other sections, which has brought the matter prominently before the Southeastern lines and they are now taking steps to advertise the advantages of the Southeast, and expect to secure, by concerted effort, the same results that have been achieved in the Southwest.

These conditions have brought about an increase in the trade and commerce of St. Louis and the extent of this growth is best shown by the tonnage of our railroads, which has more than doubled in the last eight years, the business of the city in the past year having been only limited by the transportation facilities, which will no doubt also be the case in 1904.

There were more miles of railroad constructed the last year than in 1902 and out of over 5,000 miles built in the United States in 1903, over 2,000 miles were constructed in the Southwest. The preliminary report shows the construction in this territory to have been as follows:

Arkansas	263 miles
Indian Territory	319 miles
Louisiana	446 miles
Missouri	250 miles
Oklahoma	653 miles
Texas	371 miles

Total, 2,302 miles

These new lines are of special importance to this city as they add to the wealth and business influence of St. Louis and open up new country for development, which is practically all tributary to this market. Some of these new roads are of special importance to St. Louis, as the new line of the Frisco, down the west bank of the Mississippi River, opening a new route to Southeastern Missouri, Memphis and the Southeast.

The St. Louis, Kansas City & Colorado Road is now completed to Versailles, Mo., 176 miles, and, with the grade finished to Kansas City, on which track is being rapidly laid. This will make a new line to Kansas City and give the Rock Island a direct connection with their Kansas and Southwestern System, through that gateway.

A new line is also being built between Old Monroe and Mexico, Mo., which will be used jointly in connection with their roads by the Burlington and Chicago & Alton, as a route for through business between St. Louis and Kansas City, which will make their mileage about the same as the short line and give us five lines of about equal length between the two cities.

The work of improving and increasing the Terminal facilities in this city has steadily progressed during the past year, one of the most important features being the pushing to completion of the inner and outer belt lines around the western part of the city, which will provide for the interchange of through freight between eastern and western roads, without handling through the congested Mill Creek Valley. The length of the inner belt is 5 miles and of the outer belt 16 miles.

The Terminal's outer belt in East St. Louis is being double-tracked and many of the railroad yards in East St. Louis have been improved and increased in size.

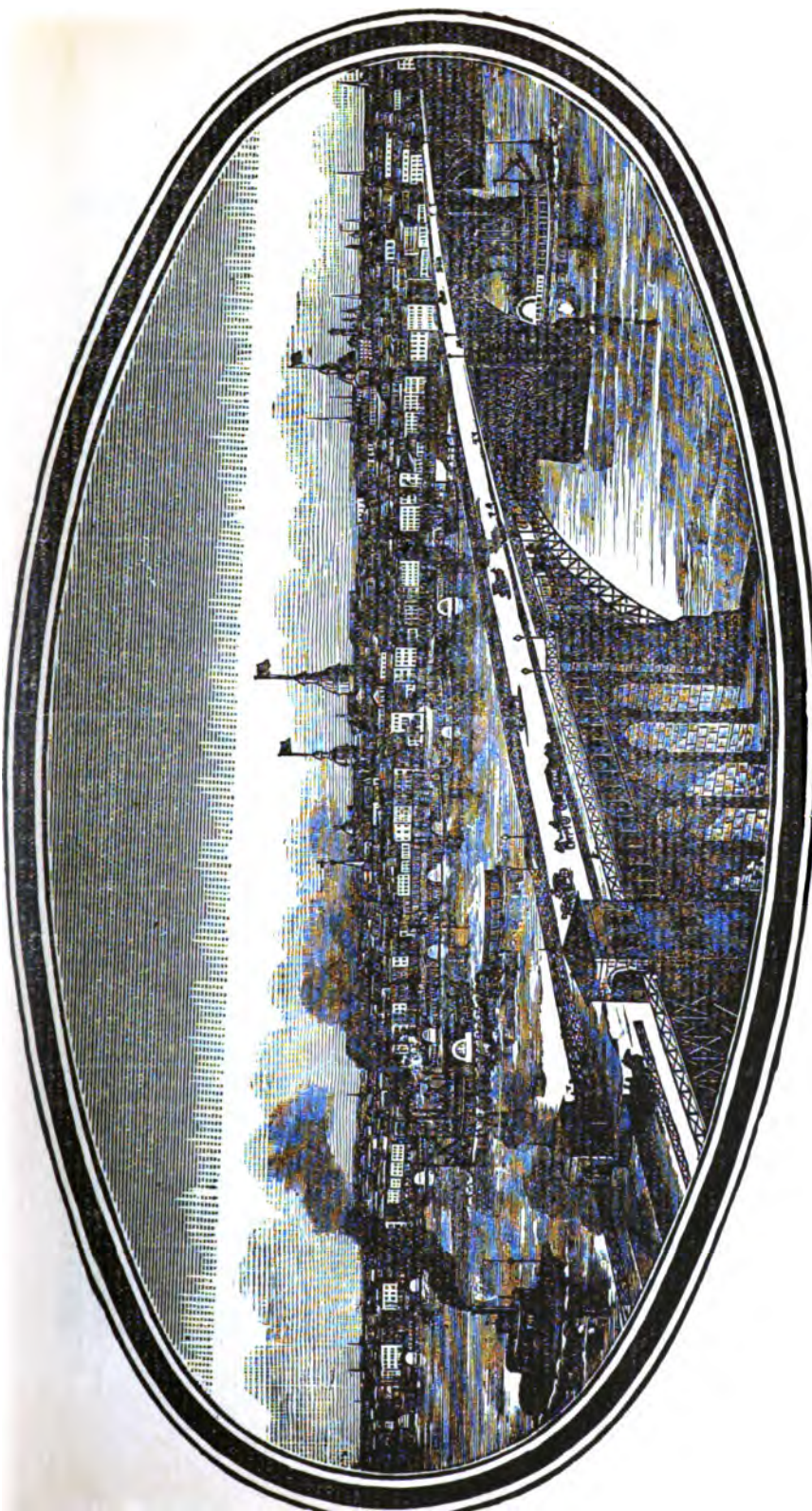
The westside lines have increased the capacity of their yards in the northern, southern and western parts of the city.

The Terminal Association have made many improvements in the past year and are at work on others, among which are the new interlocking plant, round house, machine shop, repair yards and power house on the eastside; the new steel approach to the Merchants Bridge on the west side and a new steel viaduct to connect with the Belt Lines. At Union Station, a reconstruction of the entrance tracks, practically doubling their capacity; the new power house and interlocking plant; a sub-way for the rapid handling of baggage, mail and express; new depots for the express companies and the extension of the train shed, 180 feet, which will then cover 11 acres, with 6 miles of track, making it the largest in this country, if not in the world.



MERCHANTS' BRIDGE, ST. LOUIS.

W.T.F.C.
STL



EADS BRIDGE, ST. LOUIS.

BUSINESS OF THE ST. LOUIS BRIDGES, AND THE FERRIES FOR 1903.

AND COMPARISON WITH PREVIOUS YEARS.

**AMOUNT OF FREIGHT IN TONS TRANSFERRED ACROSS THE RIVER AT
ST. LOUIS DURING 1903,
FROM ST. LOUIS TO EAST ST. LOUIS, VENICE, MADISON AND CARONDELET.**

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	105,691	1,540,101	2,027,001
" " By Wagon.....		486,900	
Merchants' Bridge.....	54,131		798,689
The Wiggins Ferry.....	59,485	1,219,482	1,641,266
" " By Wagon.....		421,774	
The Carondelet Ferry.....	19,046		531,241
The Interstate Car Transfer.....	14,750		817,125
The Madison County Ferry.....			63,200
Total tons West to East during 1903.....			5,368,463
" " " " 1902.....			5,580,766
" " " " 1901.....			5,377,308
" " " " 1900.....			5,426,044
" " " " 1899.....			4,814,136
" " " " 1898.....			3,159,609
" " " " 1897.....			3,343,187
" " " " 1896.....			2,984,450
" " " " 1895.....			2,826,077
" " " " 1894.....			2,800,222
" " " " 1893.....			2,518,669

FROM EAST ST. LOUIS, CARONDELET, MADISON AND VENICE TO ST. LOUIS.

BY	CARS.	TONS.	TOTAL TONS.
The Eads Bridge.....	161,689	3,947,035	4,676,235
" " By Wagon.....		729,200	
Merchants' Bridge.....	51,112		1,076,539
The Wiggins Ferry.....	84,277	2,022,648	2,642,322
" " By Wagon.....		619,674	
The Carondelet Ferry.....	22,048		681,550
The Interstate Car Transfer.....	14,789		886,160
The Madison County Ferry.....			55,800
The St. Clair Ferry Co.....			20,000
Total Tons East to West during 1903.....			9,538,096
" " " " 1902.....			8,948,159
" " " " 1901.....			7,983,690
" " " " 1900.....			6,415,096
" " " " 1899.....			6,669,621
" " " " 1898.....			6,964,533
" " " " 1897.....			6,448,074
" " " " 1896.....			6,096,966
" " " " 1895.....			5,627,882
" " " " 1894.....			4,873,742
" " " " 1893.....			5,291,175
Total both Ways 1903.....			14,906,558
" " " " 1902.....			14,573,924
" " " " 1901.....			13,810,768
" " " " 1900.....			11,840,140
" " " " 1899.....			11,473,757
" " " " 1898.....			10,144,843
" " " " 1897.....			9,069,261
" " " " 1896.....			8,081,416
" " " " 1895.....			8,452,889
" " " " 1894.....			7,563,964
" " " " 1893.....			8,109,844

LOCAL AND THROUGH TONNAGE.

	1908.		1902.	
	Tons.	Percent.	Tons.	Percent.
Total tons freight received, local	14,969,887	68.25	18,164,995	71.25
Total tons freight received, through	6,960,976	31.75	5,812,884	28.74
Tons freight received by rail, local	14,619,427	67.74	12,747,975	70.86
Tons freight received by rail, through	6,960,976	32.26	5,812,884	29.43
Tons freight, excluding coal, received by rail, local	8,920,076	58.86	7,699,417	62.08
Tons freight, excluding coal, received by rail, through	6,288,222	41.14	4,718,098	37.97

AMOUNT OF COAL RECEIVED IN ST. LOUIS.

ROUTE.	1908. Tons.	1902. Tons.	1901. Tons.	1900. Tons.
Baltimore & Ohio S. W. R. R.	679,411	682,275	608,485	598,967
Chicago, Alton & St. L. "	47,998	28,542	100,692	86,062
C. O. C. & St. Louis "	216,930	160,638	268,914	164,047
Vandalia "	580,085	509,619	421,549	406,512
Illinois Central "	985,811	1,061,595	922,279	961,854
Wabash "	188,078	188,198	100,882	195,849
Louisville & Nashville "	798,107	594,745	554,762	474,176
Southern "	822,284	646,998	731,223	599,237
Mobile & Ohio "	209,840	885,884	293,672	265,126
Toledo, St. L. & Western "	50,974	49,014	40,218	94,787
Chicago, Peoria & St. L. "	889,893	412,219	406,029	868,706
St. Louis & O'Fallon "	240,980	66,264	.....	.....
St. L., I. M. & So. " (Ill. Div.) ..	6,217	8,480	.....	.....
St. L., Belleville & So. "	27,117	89,787	37,568	36,884
St. L., Troy & Eastern "	1,010,094	755,340	485,063	114,113
St. L., Belleville & Sub. "	274,446	169,209	1,472	.....
From Ohio River	107,880	68,600	52,515	.....
Total Tons	6,584,785	5,706,794	4,965,228	4,860,899

RECEIPTS OF ANTHRACITE COAL INCLUDED IN ABOVE RECEIPTS.

1899	121,530 tons.	1894	186,484 tons.	1899	292,118 tons.
1900	124,835 "	1895	207,784 "	1900	180,560 "
1901	120,050 "	1896	218,955 "	1901	200,797 "
1902	187,927 "	1897	172,933 "	1902	60,944 "
1903	173,658 "	1898	226,606 "	1903	165,920 "

Receipts of Anthracite Coal in 1899: 261,471 tons local; 80,647 tons through.

"	"	"	1900:	159,208	"	"	21,842	"	"
"	"	"	1901:	196,678	"	"	7,124	"	"
"	"	"	1902:	58,349	"	"	2,596	"	"
"	"	"	1903:	152,765	"	"	18,155	"	"

Receipts of Coke, 1900, 156,866 tons.

Receipts of Coke, 1902, 168,600 tons.

"	"	1901,	212,606	"	"	"	1903,	205,465	"
---	---	-------	---------	---	---	---	-------	---------	---

STATEMENT

SHOWING AMOUNT OF FREIGHT, IN TONS, RECEIVED AT ST. LOUIS BY EACH
RAILROAD AND RIVER, FOR THREE YEARS.

ROUTE.	1908.	1907.	1906.
Chicago & Alton R. R. (Mo. Div.).....	262,491	158,049	175,578
Missouri Pacific R. R.....	1,882,429	1,887,697	1,290,546
St. Louis & San Francisco R. R.	648,795	611,999	690,084
Wabash Railway (West).....	717,966	606,641	576,297
St. Louis, Kansas City & Colorado R. R.....	215,918	180,798	80,517
Missouri, Kansas & Texas R. R.....	895,910	452,268	862,909
St. Louis-Southwestern Ry.....	126,471	128,268	111,678
St. Louis, Iron Mountain & Southern R. R.....	2,151,479	1,010,149	2,069,912
St. Louis, Iron Mountain & So. Ry. (Illinois Div.).....	156,476	18,212	.....
Illinois Central R. R.....	1,886,898	2,186,099	1,831,505
Louisville & Nashville R. R.....	1,252,772	1,036,958	892,473
Mobile & Ohio R. R.....	1,581,489	1,296,047	986,186
Southern R. R.....	1,292,944	872,929	1,269,555
Baltimore & Ohio Southwestern R. R.....	1,188,525	1,185,408	1,084,898
Chicago, Alton & St. Louis R. R. (Main Line)...	589,116	594,416	699,027
Cleveland, Cincinnati, Chicago & St. Louis R. R.	676,182	688,788	734,021
Terre Haute & Indianapolis R. R. (Vandalia Line).....	999,402	1,080,523	679,470
Wabash Railroad (East).....	992,019	1,086,869	926,815
Toledo, St. Louis & Western R. R.	479,956	442,592	247,248
Chicago, Peoria & St. Louis R. R.....	1,111,659	928,555	911,853
Chicago, Burlington & Quincy R. R.....	892,818	830,508	501,151
St. Louis, Keokuk & Northwestern R. R.....	1,188,972	989,026	766,678
St. Louis, Troy & Eastern R. R.....	1,018,514	768,592	440,018
St. Louis, Belleville & Suburban Ry. (Electric) ..	274,448	189,209	1,472
St. Louis & O'Fallon R. R., (Electric).....	240,980	66,568	.....
St. Louis, Belleville & Southern R. R.....	27,117	89,787	.....
Upper Mississippi River.....	82,708	88,005	68,470
Lower Mississippi River.....	180,086	248,905	233,865
Illinois River.....	12,085	18,825	27,895
Missouri River.....	1,415	6,080	8,960
Ohio River.....	111,465	59,890	57,815
Cumberland and Tennessee Rivers.....	18,085	19,690	21,330
Upper Mississippi River by Rafts.....	4,700	80,875	50,850
Total in Tons.....	21,920,818	18,477,729	17,896,898
Total by Rail.....	21,580,408	18,060,809	17,438,528
Total by River.....	840,410	416,920	468,369

STATEMENT

SHOWING THE AMOUNT OF FREIGHT, IN TONS, SHIPPED FROM ST. LOUIS BY
EACH RAILROAD AND RIVER FOR THREE YEARS.

ROUTE.	1903.	1902.	1901.
Chicago & Alton R. R. (Mo. Div.).....	286,622	161,166	81,643
Missouri Pacific R. R.....	1,174,868	1,020,184	900,820
St. Louis & San Francisco R. R.....	1,825,513	1,095,011	905,877
Wabash Railway (West).....	477,252	538,855	496,518
St. Louis, Kansas City & Colorado R. R.....	122,681	82,747	89,605
Missouri, Kansas & Texas R. R.....	802,972	869,984	848,085
St. Louis Southwestern Ry.....	72,120	74,199	43,150
St. Louis, Iron Mountain & Southern R. R.....	1,761,884	796,125	1,651,009
St. Louis, Iron Mountain & So. Ry. (Illinois Div.).....	44,561	8,729	.....
Illinois Central R. R.....	876,000	776,138	705,244
Louisville & Nashville R. R.....	528,860	442,208	406,224
Mobile & Ohio R. R.....	993,359	543,617	437,405
Southern R. R.....	628,080	872,551	588,403
Baltimore & Ohio Southwestern R. R.....	275,168	339,566	299,071
Chicago, Alton & St. Louis R. R. (Main Line).....	896,426	578,445	484,592
Cleveland, Cincinnati, Chicago & St. Louis.....	821,044	839,674	443,818
Terre Haute & Indianapolis R. R. (Vandalia).....	484,973	427,798	451,180
Wabash Railway (East).....	792,584	908,602	622,326
Toledo, St. Louis & Western R. R.....	889,162	470,186	507,014
Chicago, Peoria & St. Louis R. R.....	492,754	422,090	318,973
Chicago, Burlington & Quincy R. R.....	496,765	550,686	441,778
St. Louis, Keokuk & Northwestern R. R.....	827,585	617,562	488,485
Upper Mississippi River.....	44,855	23,180	23,392
Lower Mississippi River.....	146,496	174,517	158,498
Illinois River.....	8,825	10,445	9,090
Missouri River.....	2,845	4,840	7,186
Ohio River.....	.....	.....	.....
Cumberland and Tennessee Rivers.....	9,684	11,334	11,111
Total in Tons.....	13,188,880	11,269,848	10,962,536
Total by Rail....	12,971,178	11,085,586	10,658,065
Total by River.....	212,207	224,262	208,271

PUBLISHED RATES OF FREIGHT BY RAIL FROM EAST ST. LOUIS TO NEW YORK, DURING 1903.

DATE.	Meats, Per 100 lbs.	Grain and Grain Products, Per 100 lbs.	Flour, Per bbl.	Compressed Cotton, Per 100 lbs.
January 1st to May 10th.....	35	28	46	30
May 11th to November 30th.....	35	21	46	30
December 1st to December 31st.....	35	28	46	30

Grain and Grain Products to Boston 2 cents higher than New York; to Philadelphia 2 cents lower than New York; to Baltimore 3 cents lower than New York.

Cotton to Boston 5 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York rates.

Meats to Boston 3 cents higher, to Philadelphia 2 cents and Baltimore 3 cents lower than New York.

CLASS RATES.

	1		2	4	5	6
To New York.....	87	75%	58	40%	35	29
To Boston.....	94	81%	63	44%	38	31
To Philadelphia.....	86	73%	56	38%	33	27
To Baltimore.....	84	72%	55	37%	32	26

Rate on Grain from St. Louis Elevators 1 cent per 100 lbs. more than East St. Louis rates.

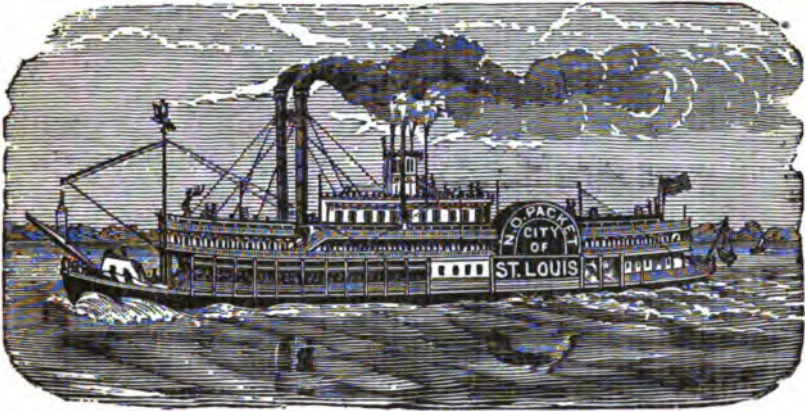
Rates on other heavy freight from St. Louis $1\frac{1}{2}$ to 5 cents per 100 lbs. more than East St. Louis rates.

ALL RAIL RATES OF FREIGHT IN CENTS FROM ST. LOUIS TO SOUTHERN CITIES DURING 1903.

ARTICLES.	Memphis, Tenn.	Vicksburg, Miss.	New Orleans, La.
Flour per barrel, C. L.....	22	34	34
Pork per barrel, C. L.....	65	82	82
Grain per 100 lbs., any quantity.....	13	20	20
Meat packed, per 100 lbs., C. L.....	18	20	20
Meat loose, per 100 lbs., C. L.....	18	20	20
Hay per 100 lbs., C. L.....	12	20	20

PUBLISHED AVERAGE RATE OF FREIGHT BY RAIL ON GRAIN FROM EAST ST. LOUIS TO NEW YORK.

	Per 100 lbs.		Per 100 lbs.
1903.....	21.25 cts.	1898.....	23.50 cts.
1902.....	20.66 "	1899 On Grain.....	23.63 "
1901.....	19.33 "	1901 On Wheat.....	29 "
1900.....	19.38 "	1901 On Corn.....	28% "
1899 On Grain (except Corn).....	21.95 "	1899 On Wheat.....	27% "
1899 On Corn.....	20 7-10 "	1899 On Corn.....	28% "
1898 On Corn.....	20% "	1899 Except Corn.....	28% "
1897 On Corn for Export.....	17% "	1899 On Corn.....	28 "
1897 On Grain.....	23-26 "	1898.....	29% "
1896.....	23 "	1887.....	32 2-15 "
1895.....	23.57 "	1896.....	29 "
1894.....	24.73 "	1895.....	33 1-7 "



MISSISSIPPI RIVER STEAMBOAT.

THE RIVERS.

River traffic during the past year was somewhat less than the previous year in the amount of tonnage handled, but fairly satisfactory when the passenger business is considered. No statistics are available as to the passenger traffic but the tonnage of the past three years was as follows.

	1901.	1902.	1903.
Tons received by steamboats and barges	412,255	386,045	335,710
Tons received by rafts.....	50,550	30,875	4,700
Tons shipped by steamboats and barges.....	209,271	224,262	212,207
Total.....	672,076	641,182	552,617

There was a good stage of water during the first seven months of the year, eight feet being the lowest reported during that time. During the balance of the year there was a depth of 7 to 10½ feet until the close of November, when 5 to 6 feet was reported.

About the first of June the Mississippi and Missouri Rivers commenced to rise, resulting in a flood that in extent and destructiveness had not been equalled for many years.

The rise commenced on May 30th in the Missouri River and was most destructive at Topeka, Kas., and Kansas City, Mo., and Kansas City, Kansas. The Mississippi commenced to rise about the same date and on June 5th the danger line was reached at St. Louis. The crest was recorded on June 10th between 6 and 8 P. M. at 38 feet on the St. Louis Gauge. The zero of gauge being the low water mark of 1863.

The daily river stages at 7 a. m. on each day until the water began to recede is reported by the Local Forecaster of the Weather Bureau as follows:

June 1....27.8	June 4....31.1	June 7....36.2	June 10....37.9
June 2....29.9	June 5....33.5	June 8....37.3	June 11 ...37.9
June 3....31.2	June 6....34.7	June 9....37.4	June 12....37.7

Much damage to crops and property resulted from the flood, but it is believed no lives were lost in the immediate vicinity of St. Louis.

The importance of the deepening of the channel of the Mississippi River from St. Louis to Cairo to nine feet at all seasons of the year, except when obstructed by ice, is receiving the attention of the Government Engineers. The Board of Engineers for Rivers and Harbors has submitted to Congress through the Chief of Engineers a plan for such improvement by which it will be practicable to secure a channel 8 feet deep and 200 feet wide between St. Louis and Cairo, and 6 feet deep from St. Louis to the mouth of the Missouri. When this is accomplished there will be an impetus given to river traffic which, it is believed, will restore, in part at least, the river trade of ante-bellum days.

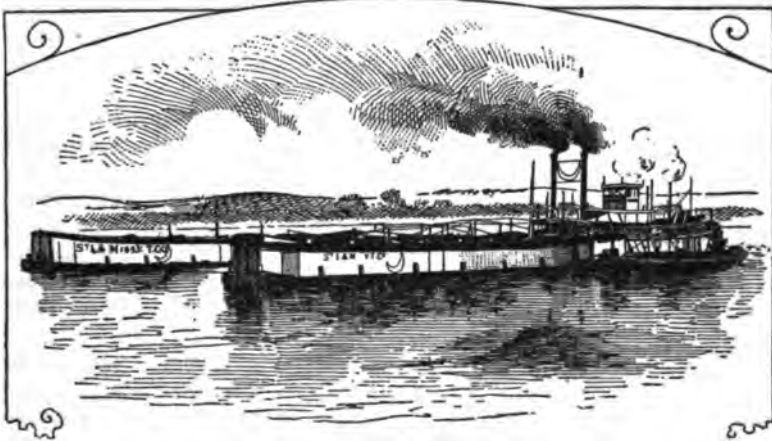
The attention of the Rivers and Harbors Committee has been called to the necessity of continuing the improvement of the river above the bridges to the mouth of the Missouri, the reason being that the contraction of the river between the Eads and the Merchants Bridges and the establishment of the harbor line, prevents the discharge of the water as fast as it comes from above, the consequence being that the velocity of the water is checked, the silt carried in suspension drops and the flood line is raised and endangers all industries on the bottom lands on both sides of the river. If the river was contracted to the mouth of the Missouri, so as to increase the velocity of the current, navigation would be improved and more protection given to the low lands on both sides. It is hoped that an appropriation will be made for this needed improvement.

In an exhaustive report on river commerce made November 1st by a joint committee of the Merchants Exchange and Business Men's League, to John F. Crowell, Internal Commerce Expert of the Department of Commerce and Labor, for submission to Congress, the following statement is made:

"Cheap transportation is the growing necessity of the United States and the cheapest transportation cannot be got by railways alone. The river must be used as a complimentary freight carrier, not only to equalize rates but to relieve the railways of the coarser and cheaper freights, in order that they may give better service to the freight that must be quickly transported.

"With an improved channel, investors of capital would be willing to promote steamer and barge lines on the Mississippi River and its

tributaries, as they could then estimate the earnings of their floating property. A company contemplating the operation of barges between New Orleans and St. Louis could make a close estimate on the number of down stream and up stream trips that could be made, which would enable them to figure on the earnings of capital so invested. The earnings of the packets could also be determined in the same way. Nothing discourages investment in the river transportation save the uncertain channel, upon which hinderance depend all the other reasons for the disinclination of capitalists to go into the business."



MISSISSIPPI RIVER TOWBOAT AND BARGES.

Through business to New Orleans was light, the barges making but 22 trips and carrying 1,724,220 bushels wheat and 1,025,221 bushels corn for export.

Capt. D. M. Connors, General Agent of the Lee Line of Steamers running southward to Memphis, gives the following report of the business of that line:

"Our business between St. Louis and Memphis, including Memphis, Tenn., from March 12th to December 5th, 1903, has been very satisfactory in regard to tonnage. The high water in March and then again in June, which destroyed three-fourths of the crops in our territory, reduced our inbound tonnage 70 per cent. Otherwise we would have had a phenomenal year in both freight and passenger traffic. The Lee Line has tonnage sufficient to supply all demand that may occur."

Mr. Isaac P. Lusk, Gen. Freight and Passenger Agent of the Diamond Line, gives the following statement of the traffic of the upper river:

"The traffic on the Upper Mississippi, both passenger and freight, has been greater this past year than for a number of years. This

is accounted for solely from the fact that there was a better stage of water during the entire season of navigation of 1903, than there had previously been for a number of years.

"There was frequent rains and no drouth in the Upper Mississippi Valley, consequently, nature provided a good navigable river during the season of navigation.

"With the river improved so that there would be a certainty of being able to run steamers from St. Louis to St. Paul with as good a stage of water as was enjoyed the past year, there would be a wonderful revival of marine interests on the Upper Mississippi; but capital is certainly not going to invest in steamboats with the probability of their having to lay them at the bank one-half of the season of navigation, on account of there not being sufficient water for them to navigate.

"The freight traffic of the Upper Mississippi would have been much heavier the past year, if the owners of steamboat property could have known that there would have been a good stage of water all season, for then they could have made contracts to carry grain and flour shipments for future delivery, but not knowing what stage of water there might be during the later months of the season, and as it is usual to look for low water during the later part of the summer and fall months, contracts could not be made or rates quoted for such traffic.

"The Diamond Jo Line Steamers have added one new steamer to their fleet, the 'New St. Paul.' She is the largest and most complete side wheel passenger steamer ever built or run on the Mississippi River. She has stateroom accommodations for almost 400 first-class cabin passengers. She was finished so late in the season, that she was able to make only one trip, St. Louis to St. Paul.

"Owing to the good stages of water, considerable more lumber and logs were rafted on the Upper Mississippi than usual."

Business on the Tennessee River was very satisfactory, as will be seen by the following report of Mr. J. E. Massengale, Secretary of the Tennessee River Packet Co.:

"Barring the late opening of navigation this Spring, which did not occur until about the 10th of March, on account of ice in the Mississippi River, and the early closing of navigation in the Tennessee River on account of low water, which occurred about the 15th of September, both being very unusual, this has been one of the most successful years this company has ever enjoyed. Our boats being larger, we have been able to handle, during the seven months of actual operating time, about as much as we would during ten or eleven months in years past, but with an opening about the middle of February, which is usual, and closing the middle of December, making about normal conditions, we would have handled considerable more

business. Our shipments of dry goods, boots, shoes and groceries from St. Louis have exceeded any year in the past, and our receipts of lumber, cotton and peanuts from Tennessee River have been larger than any year in the past, particularly so the cotton and peanuts. We have handled approximately 30,000 bales of cotton, 150,000 bags of peanuts and 8,000,000 ft. of lumber.

The business of both the Illinois and Missouri rivers has been fairly satisfactory and up to the average.

STEAMERS PLYING BETWEEN ST. LOUIS AND OTHER PORTS DURING 1903.

"DIAMOND JO" LINE.

Steamer Sidney,	Upper Mississippi River.
" St. Paul,	" " "
" Dubuque,	" " "
" Quincy,	" " "

EAGLE PACKET COMPANY.

Steamer Spread Eagle,	Upper Mississippi River.
" Bald Eagle,	Illinois River.
" Grey Eagle,	Lower Mississippi River.
" Cape Girardeau,	" " "
" Josie,	" " "

ST. LOUIS & CALHOUN PACKET COMPANY.

Steamer Belle of Calhoun,	Upper Mississippi River.
" India Givens,	" " "

LEE LINE.

Steamer Peters Lee,	Lower Mississippi River.
" Rees Lee,	" " "
" Georgia Lee,	" " "
" Stacker Lee,	" " "

ST. LOUIS & TENNESSEE RIVER PACKET COMPANY.

Steamer City of Memphis,	Tennessee River.
" City of Savannah,	" "

ST. LOUIS & HERMAN PACKET COMPANY.

Steamer W. H. Grapevine,	Missouri River.
" Kennedy,	" "
" Buck Elk,	" "

ST. LOUIS & MISSISSIPPI VALLEY TRANSPORTATION COMPANY.

Steamer S. H. H. Clark,	Lower Mississippi River.
" H. M. Hoxie,	" " "
" Henry Lourey,	" " "

M. W. WARREN COAL COMPANY TOW BOATS.

Steamer Exporter,	Ohio River.
" Sprague,	" "
" Harry Brown,	" "
" Fred Hartweg,	" "

INDEPENDENT PACKETS AND TOWBOATS.

Steamer Chester,	Lower Mississippi River.
" Columbia,	" " "
" Lotus Sims,	" " "
" City of St. Louis,	" " "
" Fred Nellis,	" " "
" Osage,	" " "
" Jacob Richtman,	Upper Mississippi River.
" Eva Alma,	" " "
" New Haven,	" " "
" Mary Hill,	Lower, " "
" Lule E. Warren,	" " "
" Conveyer,	" " "
" City of St. Joseph,	" " "
" J. M. Richtman,	" " "
" Settilite,	Upper Mississippi River.
" Lora,	" " "
" Harry Reid,	Illinois River.
" Polar Wave,	" " "
" F. Weyerhauser,	Upper Mississippi River.
" H. C. Brockman,	" " "
" Hiawatha,	" " "
" Boedeker,	Missouri River.
" Beaver,	Lower Mississippi River.
" John Barrett,	" " "
" Vivian,	Ohio River.
" Hill City,	Lower Mississippi River.
" Russell Lord,	" " "
" Imperial,	Illinois River.
" American,	Lower Mississippi River.
" Dolphin, 3,	" " "
" City of Peoria,	Illinois River.
" Mary,	" " "
" Tenbroeck,	Lower Mississippi River.
" Export,	Missouri River.

Steamer Argund,	Lower Mississippi River.
" Little Clyde,	" " "
" Washington,	Missouri River.
" Florence,	Lower Mississippi River.
" Nick Sauer,	" " "
" Longfellow,	Upper " "
" Peter Hontz,	Lower " "
" Little Rufus,	" " "
" L. E. Patton,	" " "

PLEASURE BOATS.

Steamer Annie Russell,	Steamer San Salvadore,
" City of Providence.	" Wanderer,
" Corwin H. Spencer,	" Fortuna,
" Sibrina,	" Emma B,
" Erema,	" Siwah,
" J. S.,	" Rosalie,
" J. F. May,	" Roxana,
" Clara V.,	" Night Hawk,
" Dewey Tug,	" Clark E.,
" Enos Taylor,	" Reynert,
" Augusta.	

UNITED STATES BOATS.

Steamer H. G. Wright,	Steamer C. R. Suter,
" Mississippi,	" General Casey,
" John N. Macomb,	" Illinois,
" J. B. McPherson,	" Oleander,
" Colonel A. W. Mackenzie,	" Patrol,
" Lily,	" General Abbott,
" Mars,	" Alert,
" W. R. King,	" Monitor Arkansas.

DEPTH OF CHANNEL SOUTHWARD IN 1903.

The navigable stage of the river below St. Louis as reported by Mr. P. S. Drown, Secretary of the Mississippi and Ohio River Pilots' Society, was as follows:

ST. LOUIS TO CAIRO.

January, navigation closed, no boats.	July 1 to 10.....	10 ft.
February 1 to 15.....	" 10 to 20.....	9 "
" 15 to 28.....	" 20 to 30.....	10½ "
March 4 to 12.....	August 1 to 12.....	8 "
" 14 to 25.....	" 12 to 18.....	10½ "
" 25 to 30.....	" 18 to 30.....	8 "
April 1 to 12.....	September 1 to 15.....	6½ "
From April 12 throughout the month, there were no soundings taken because of high stage of water, being an average of about 22 ft. here on gauge.	" 15 to 30.....	9½ "
May 1 to 15.....	October 1 to 10.....	8 "
" 15 to 30.....	" 10 to 15.....	7½ "
During June no reports on account of high water, hence no soundings; during this month the flood attained a height of about 33 ft. on gauge.	" 15 to 30.....	7½ "
	November 1 to 10.....	7 "
	" 10 to 20.....	6 "
	" 20 to 30.....	6 "
	December 1 to 15.....	6 "
	Remainder of December navigation closed by ice; last boat out on 14th of the month.	

CAIRO TO NEW ORLEANS.

During the months of January, February, March and April no boats out of this port to New Orleans; hence no soundings reported.	August 1 to 12.....	10½ ft.
May 1 to 15.....	" 12 to 18.....	10 "
" 15 to 20.....	" 18 to 30.....	9 "
After May 20 and throughout June no soundings because of high water.	September, no boats, no soundings.	
July 1 to 10.....	October 1 to 10.....	8 "
" 10 to 15.....	" 10 to 15.....	9 "
" 15 to 30.....	" 15 to 30.....	10½ "
	November 1 to 10.....	11½ "
	" 10 to 20.....	8 "
	" 20 to 30.....	11 "
	December 1 to 15.....	10 "
	No reports received after December 15; hence no soundings.	

The city directrix is 33.74 above the zero of river gauge, and is located opposite No. 4 South Levee. It is the high water mark of 1836, and is 412.731 feet above mean tide water of the Gulf of Mexico at Biloxi.

For the past thirty-nine seasons navigation southward has been suspended by ice as follows:

Winter 1866-67, from December 15th to January 12th.....	37 days.
" 1866-67, " December 26th to February 24.....	59 "
" 1867-68, " January 8th to February 18th.....	49 "
" 1868-69, open all winter.....	
" 1869-70, from December 31st to December 28th.....	7 "
" 1870-71, " December 31st to January 23d.....	23 "
" 1871-72, " December 1st to 18th, and from January 30th to Feb. 24th.....	43 "
" 1872-73, from November 29th to January 20th.....	51 "
" 1873-74, open all winter.....	
" 1874-75, from December 30th to February 27th.....	58 "
" 1875-76, open all winter.....	
" 1876-77, from December 8th to February 5th.....	58 "
" 1877-78, open all winter.....	
" 1878-79, from December 16th to January 29th and February 14th to 17th.....	46 "
" 1879-80, from December 17th to December 31st inclusive.....	15 "
" 1880-81, from Nov. 18 to Dec. 5, and from Dec. 7 to 14, and from Dec. 24 to Feb. 18.....	78 "
" 1881-82, open all winter.....	
" 1882-83, from Dec. 7 to 23, and from Jan. 1 to Feb. 12.....	59 "
" 1883-84, from Dec. 18 to Feb. 5.....	48 "
" 1884-85, from Dec. 19th to 30th, and 25 days in January and February.....	47 "
" 1885-86, from Dec. 10 to Dec. 23, and from Jan. 7th to Feb. 16th.....	55 "
" 1886-87, from Dec. 1 to Dec. 14, and from Dec. 24 to Jan. 27.....	49 "
" 1887-88, from Dec. 19 to Jan. 31.....	43 "
" 1888-89, open all winter.....	
" 1889-90, open all winter.....	
" 1890-91, open all winter.....	
" 1891-92, from January 9th to February 1st.....	23 "
" 1892-93, from Dec. 20th to Feb. 15.....	57 "
" 1893-94, open all winter.....	
" 1894-95, from January 1st to March 1st.....	59 "
" 1895-96, open all winter.....	
" 1896-97, open all winter.....	
" 1897-98, open all winter, but some ice running.....	
" 1898-99, from Dec. 7th to 22nd, Jan. 1st to 10th, Jan. 30th to March 1st.....	54 "
" 1899-1900, from Dec. 30th to Jan. 13th and 24 days between January 23th and March 4th.....	87 "
" 1900-1901, during February.....	28 "
" 1901-1902, from Dec. 15th to Jan. 15th, and from Jan. 25th to Feb. 28th.....	65 "
" 1902-1903, from Dec. 27th to Jan. 1st, and from Feb. 16th to 23rd.....	18 "
" 1903-1904, from December 5th to.....	

STEAMERS AND BARGES.

Number of vessels, and their tonnage, permanently and temporarily enrolled and licensed at the Port of St. Louis, Mo., December 31st, 1903:

	No. of Vessels.	Gross Tonnage.	Net Tonnage.
Permanent Enrolled Wood Steamers.....	75	28,017	21,142
" " Barges (wood).....	89	84,594	84,525
" " Iron and Steel Steamers...	8	2,999	2,825
" " Barges (steel).....	1	1,162	1,162
Temporary " Steamers (iron and steel)...	1	80	19
Licensed Steamers (wood).....	13	145	108
" " Barges.....	1	16	16
" " Steamers (iron and steel).....	2	56	29
Permanent Enrolled Sail Yachts (wood).....	1	80	26
" " Steam Yachts (wood).....	8	271	178
" " Sail Yachts (iron and steel).....	1	62	62
" " Steam Yachts (iron and steel).....	2	177	123
Licensed Sail Yachts (wood).....	1	9	8
" " Steam Yachts (wood).....	2	24	20
Total.....	150	62,592	59,788

HIGHEST AND LOWEST STAGES OF WATER.

The record of the highest and lowest water noted at the St. Louis Weather Bureau Office since its establishment is as follows: Zero of gauge being low water mark in 1863, which indicates about 12 feet of water in the channel in the harbor of St. Louis, and 4 feet of water in shoal places between here and Cairo:

HIGHEST.			LOWEST.		
Year.	Date.	Stage.	Year.	Date.	Stage.
1877.	June 14	36 ft. - 6 in.	1877.	October 4.	6 ft. - 10 in.
1878.	June 15	35 ft. - 8 in.	1878.	December 27	5 ft. - 11 in.
1879.	July 3	31 ft. - 3 in.	1879.	December 26	3 ft. - 6 in.
1880.	July 10, 11 and 12	35 ft. - 5 in.	1880.	November 29	2 ft. - 10 in.
1881.	May 5	33 ft. - 7 in.	1881.	February 4, 5 and 6	7 ft. - 7 in.
1882.	July 5	32 ft. - 4 in.	1882.	December 18	3 ft. - 10 in.
1883.	June 25	34 ft. - 6 in.	1883.	January 12	4 ft. - 5 in.
1884.	April 9	26 ft. - 2 in.	1884.	January 4	8 ft. - 4 in.
1885.	June 17	37 feet.	1885.	December 16 and 17	2 ft. - 1 in.
1886.	May 13	37 feet.	1886.	December 4 and 5	0 ft. - 0 in.
1887.	April 9	30.5 feet.	1887.	December 26 and 27	0.5 feet.
1888.	June 3 and 4	29.3 feet.	1888.	January 1	3.5 feet.
1889.	June 1	24.4 feet.	1889.	February 27	1.7 feet.
1890.	June 20	30.7 feet.	1890.	December 30 and 31	3.3 feet.
1891.	July 4	32.7 feet.	1891.	December 6	1.3 feet.
1892.	May 19	36.0 feet.	1892.	December 27	0.3 feet.
1893.	May 3	31.5 feet.	1893.	December 9	0.0 feet.
1894.	May 12	23.8 feet.	1894.	February 3	0.3 feet.
1895.	December 22	28.8 feet.	1895.	January 2	0.5 feet.
1896.	May 26	27.7 feet.	1896.	December 11	5.8 feet.
1897.	May 3	31.0 feet.	1897.	December 24	0.4 feet.
1898.	May 23	27.2 feet.	1898.	December 11	0.8 feet.
1899.	April 27	35.6 feet.	1899.	February 1	0.7 feet.
1900.	March 16	28.4 feet.	1900.	January 2	-2.6 feet.
1901.	April 18 and 19	22.4 feet.	1901.	December 19	-1.5 feet.
1902.	July 26	26.9 feet.	1902.	January 30	-1.2 feet.
1903.	June 10	38.0 feet.	1903.	December 18	0.6 feet.

(-) Indicates below zero of gauge.

SUMMARY OF THE ST. LOUIS WEATHER BUREAU RIVER
GAUGE READINGS FOR THE YEAR 1903.

Highest and Lowest Stages of Water in the Mississippi River at St. Louis, Mo., for each month of the year 1903, as determined from the records of the United States Weather Bureau.

MONTH.	Highest.	Date.	Lowest.	Date.
	<i>ft. tenths.</i>		<i>ft. tenths.</i>	
January	10 4	29	4 5	18
February	16 0	6	7 6	21
March	25 9	11	15 6	1
April	24 6	18	19 0	30
May	25 6	31	15 8	16
June	38 0	10	21 0	30
July	21 1	1	15 8	14
August	18 1	22	14 5	6
September	21 8	17	16 7	27
October	22 5	11	15 6	31
November	15 4	1	6 4	30
December	6 1	1	0 6	18

Highest stage during the year..... 38.0 feet, on June 10th.
 Lowest stage during the year..... 0.6 " on December 18th.
 Absolute range..... 37.4 "
 Greatest monthly range..... 17.0 "
 Least monthly range..... 8.6 "
 Mean range..... 7.8 "

RIVER GAUGE READINGS AT ST. LOUIS, MO., FOR 1903.

FROM U. S. WEATHER BUREAU RECORDS.

1903.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1.....	8.1	10.1	15.6	20.1	18.6	27.8	21.1	17.1	17.8	17.4	15.4	6.1
2.....	7.6	9.6	15.8	19.9	17.9	29.9	20.8	16.4	19.5	17.4	15.2	6.6
3.....	7.8	9.5	16.8	19.6	17.9	31.2	20.1	15.7	20.3	17.4	15.0	5.6
4.....	8.1	11.8	17.0	19.6	17.8	32.1	19.8	16.2	20.2	17.6	14.8	5.1
5.....	8.6	15.2	17.9	20.0	17.4	33.5	18.5	14.9	19.9	17.8	14.5	4.9
6.....	8.8	16.0	18.1	21.5	17.2	34.7	17.7	14.5	19.2	18.1	14.4	4.8
7.....	9.1	15.0	18.5	22.0	17.0	36.3	17.2	15.4	18.4	18.4	14.9	4.6
8.....	9.2	14.2	20.8	22.2	16.8	37.8	17.0	16.6	17.8	19.1	15.8	4.4
9.....	8.6	18.2	28.8	21.8	16.9	37.4	17.1	17.0	17.8	20.8	15.2	4.2
10.....	8.4	11.2	25.0	21.6	17.0	38.0	17.2	17.0	17.2	21.5	14.8	4.0
11.....	7.7	10.6	25.8	21.2	16.9	37.9	17.1	17.8	17.8	22.5	14.5	3.7
12.....	7.0	10.4	25.0	22.4	16.6	37.7	16.8	17.1	16.4	22.8	14.8	3.8
13.....	5.6	11.0	24.5	25.5	16.4	37.8	16.2	17.0	20.8	21.9	15.7	3.8
14.....	4.6	11.9	24.0	23.8	16.1	36.6	15.8	17.8	21.0	21.5	15.2	2.1
15.....	4.6	11.6	24.4	24.0	15.9	35.8	15.9	17.8	20.9	21.2	12.8	1.8
16.....	4.5	10.7	24.0	25.9	15.8	33.7	16.5	17.8	21.4	20.7	12.4	1.4
17.....	5.0	10.7	25.8	23.9	17.2	32.8	17.8	17.8	21.8	20.1	11.9	0.8
18.....	6.0	9.7	25.5	24.6	19.7	31.0	19.8	17.8	21.2	19.5	11.4	0.6
19.....	6.8	8.8	23.5	24.1	20.8	29.6	20.0	17.8	20.9	18.9	10.8	1.0
20.....	7.4	8.0	23.2	23.5	21.2	28.8	19.6	17.8	21.0	18.8	9.9	1.2
21.....	7.4	7.6	24.0	25.2	21.0	27.5	19.0	18.0	20.5	17.8	9.5	1.7
22.....	7.1	7.8	24.8	25.4	20.5	27.0	18.8	18.1	19.6	17.2	9.3	2.8
23.....	7.1	8.0	25.8	22.9	20.8	26.1	19.0	17.4	18.8	16.9	9.8	2.6
24.....	6.9	8.2	28.8	22.8	20.2	25.6	19.2	17.0	17.9	16.6	9.0	2.8
25.....	6.8	8.4	23.6	21.7	20.5	25.1	19.5	16.0	17.2	16.5	8.5	4.0
26.....	6.8	8.6	23.1	21.0	21.7	24.8	20.5	15.6	16.8	16.8	8.0	4.2
27.....	6.5	9.0	22.6	20.4	24.5	24.0	20.8	15.2	16.7	18.1	7.7	4.1
28.....	8.2	13.5	21.8	20.0	24.6	22.8	20.0	15.2	17.0	15.9	6.9	3.7
29.....	10.4	.....	21.8	19.4	24.4	21.6	19.2	15.5	17.2	15.8	6.8	4.0
30.....	10.8	.....	20.8	19.0	24.8	21.0	18.7	16.4	17.8	15.7	6.4	4.4
31.....	10.2	.....	20.6	.....	25.8	.....	18.0	17.2	.....	15.6	.....	4.8
Sums	280.7	299.8	679.2	656.5	569.2	928.8	574.0	516.4	571.8	572.8	855.8	107.5
Means	7.4	10.7	21.9	21.9	19.3	30.8	18.5	16.7	19.0	18.5	11.9	3.5

ARRIVALS AND DEPARTURES OF STEAMBOATS AND BARGES, 1908

ARRIVALS.

1908.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Mis- sour.	Ohio.	Cumb & Tenn.	Total Stmr's	Barg's & Sc's	Tons of Freight Received	Tons of Lumber and logs by raft receiv'd from upper Miss'd p.
January.....	.....	11	.....	.....	.....	.....	11	7	685	.....
February.....	.....	19	.....	.....	.....	.....	19	12	1,350	.....
March.....	19	47	8	4	.....	18	92	44	24,905	.....
April.....	44	89	9	6	7	7	182	76	42,705	.....
May.....	60	63	8	6	9	8	154	108	53,490	8,230
June.....	80	47	8	6	8	8	147	43	33,235	.....
July.....	62	59	14	5	10	8	156	78	61,445	.....
August.....	65	72	12	8	8	7	162	53	35,990	.....
September.....	50	60	11	.....	.....	7	128	29	23,490	.....
October.....	62	66	11	1	2	.....	142	40	29,460	40
November.....	46	49	18	.....	.....	1	109	28	24,560	1,590
December.....	2	12	1	1	.....	1	17	6	4,835	.....
Total.....	490	564	95	52	85	55	1,271	519	335,710	4,700

DEPARTURES.

1908.	Upp'r Miss.	Low'r Miss.	Ill- nois.	Mis- sour.	Tenn.	Ohio	White, Red & O'ch'a.	Total Dep'ts	Tons Ship'd
January.....	.....	13	.....	.....	.....	.....	.....	18	4,740
February.....	.....	18	.....	.....	.....	.....	.....	18	17,565
March.....	23	88	6	8	11	.....	.....	81	89,104
April.....	40	55	8	7	6	.....	.....	116	87,745
May.....	54	64	11	5	5	.....	.....	189	26,870
June.....	75	47	4	5	4	.....	.....	185	11,545
July.....	59	78	8	5	7	.....	.....	152	15,898
August.....	65	66	9	2	6	.....	.....	148	14,868
September.....	57	60	9	.....	4	.....	.....	180	13,440
October.....	59	71	12	2	.....	.....	.....	144	13,200
November.....	59	62	8	1	8	.....	.....	118	10,050
December.....	.....	15	.....	.....	1	.....	.....	16	2,625
Total.....	471	562	75	80	47	.....	.....	1,205	212,207

ARRIVALS AND DEPARTURES FOR TWENTY YEARS.

ARRIVALS.					DEPARTURES.		
Years.	Boats.	Barges.	Tons of Freight Received.	Tons of Lumber & L'gs by Raft rec'd.	Years.	Boats.	Tons of Freight Shipped.
1908.....	1271	519	335,710	4,700	1908.....	1205	212,207
1907.....	1465	451	388,045	80,875	1907.....	1448	224,262
1906.....	1541	593	412,355	50,560	1906.....	1519	209,371
1905.....	1622	595	488,670	78,840	1905.....	1605	245,560
1904.....	1570	680	394,660	71,960	1904.....	1532	208,205
1903.....	1530	792	449,525	57,060	1903.....	1514	209,563
1902.....	1692	927	507,105	69,563	1902.....	1576	460,885
1901.....	2005	1435	587,765	84,010	1901.....	1945	578,410
1900.....	2007	1196	410,145	96,853	1900.....	1904	303,355
1899.....	2081	1945	455,175	128,865	1899.....	1993	363,080
1898.....	2037	1003	472,895	126,510	1898.....	2009	435,900
1897.....	2053	1090	554,980	130,230	1897.....	2013	503,215
1896.....	1881	1019	450,050	143,090	1896.....	1845	513,980
1895.....	1927	1374	530,790	132,940	1895.....	1910	617,935
1894.....	2195	1474	543,990	157,695	1894.....	2211	713,700
1893.....	2079	1344	597,955	150,355	1893.....	2078	610,115
1892.....	2361	1372	662,880	212,165	1892.....	2338	637,080
1891.....	2067	1269	570,205	200,785	1891.....	2103	561,898
1890.....	1878	1030	479,065	217,960	1890.....	1828	584,176
1889.....	2048	999	520,850	240,330	1889.....	2018	514,910

SHIPMENTS BY SOUTHERN BOATS DURING 1903.

ARTICLES.	By New Orleans Boats.	By Memphis & Way Point Boats.	By Tennessee River Boats.
Apples, Bbls.....	.....	1,746	123
Ale and Beer, Pkgs.....	.....	51,685	880
Bagging, Pieces.....	.....	3,470	555
Barley, Sacks.....	.....	178	10
Barley, Bu.....	.....	.....	.....
Barbed Wire, Lbs.....	.....	682,000	21,600
Butter, Lbs.....	.....	16,815	150
Bran, Sacks.....	885	7,578	450
Cattle, Head.....	.....	284	3
Corn, Sacks.....	100	35,753	21,583
Corn in Bulk, Bu.....	1,025,221	.....	.....
Corn Meal, Bbls.....	880	16,447	506
Jotton, Bales.....	.....	.....	2
Cotton Seed Meal, Tons.....	.....	1	1
Eggs, Pkgs.....	.....	85	.....
Flour, Bbls.....	3,195	20,423	2,672
Hay, Tons.....	2	3,243	388
Horses and Mules, Head.....	4	2,683	241
Hogs, Head.....	.....	120	2
Hominy and Grits, Bbls.....	220	488	32
Pork, Bbls.....	5	184	6
Hams, Lbs.....	6,650	601,975	13,685
Meats, Lbs.....	15,100	2,226,760	.....
Lard, Lbs.....	29,200	674,945	42,295
Malt, Sacks.....	.....	2,070	.....
Oats, Sacks.....	275	58,877	.....
Oats in Bulk, Bu.....	.....	.....	.....
Onions, Pkgs.....	.....	965	145
Potatoes, Pkgs.....	.....	8,758	315
Rye, Sacks.....	.....	1,116	325
Rye in Bulk, Bu.....	.....	.....	.....
Sheep, Head.....	.....	258	1
Tallow, Lbs.....	.....	1,600	.....
Tobacco, Hhds.....	.....	.....	.....
Tobacco, Manfd. Lbs.....	.....	04,270	3,180
Wheat, Sacks.....	.....	8,348	31,565
Wheat in Bulk, Bu.....	1,724,220	.....	.....
Whiskey, Bbls.....	36	1,933	36
White Lead, Lbs.....	.....	868,375	14,750
Mdse. and Sundries, Pkgs.....	6,575	1,227,300	91,860
Total Tons.....	81,278	65,230	9,684

SHIPMENTS BY BARGE LINES TO NEW ORLEANS DURING 1903.

Date, 1903.	BOATS.	Wheat, Bushels, Bulk.	Corn, Bushels, Bulk.	Total Tons.
Jan. 30....	Hoxie and barges		121,000	3,330
Feb. 1....	Hoxie and barges		106,000	2,970
" 8....	Hoxie and barges		141,000	3,960
" 8....	Lourey and barges	37,000	83,000	3,480
" 12....	Lourey and barges		123,500	3,460
" 16....	Lourey and barges		39,820	1,115
Mar. 4....	Clark and barges	47,000	88,231	3,889
" 8....	Hoxie and barges	50,000	94,425	4,140
" 11....	Clark and barges		140,745	3,940
" 13....	Clark and barges	96,800	45,000	4,165
" 21....	Lourey and barges	128,400		3,850
" 24....	Lourey and barges	128,600		3,860
Ap'l 8....	Hoxie and barges	221,600		6,650
" 11....	Clark and barges	90,000		2,700
" 16....	Clark and barges	84,000	40,000	3,650
" 21....	Lourey and barges	127,000		3,510
" 24....	Lourey and barges	130,500		3,915
May 5....	Hoxie and barges	135,400		4,060
" 6....	Clark and barges	125,700		3,770
July 18....	Clark and barges	112,100		3,363
Aug. 17....	Lourey and barges	50,000		1,500
Oct. 22....	Clark and barges	160,120		4,805
	Total	1,724,220	1,025,221	80,428

RIVER ACCIDENTS DURING 1903.

JANUARY 17TH: Steamer "Columbia" was destroyed by fire on the Monongahela River. Boat was valued at \$40,000.

JANUARY 22ND: Ferry boat cut down by ice at St. Charles, Mo. Machinery and cabin saved.

JANUARY 23RD: Steamer "John N. Harbin" struck a snag on the Arkansas River. Engine badly damaged.

FEBRUARY 20TH: Steamer "City of Clifton" burned on the Tennessee River. Total loss. Boat and cargo valued at \$30,000.

FEBRUARY 24TH: Steamer "Commodore" sunk at Miami, Mo., on the Missouri River.

FEBRUARY 26TH: The tow boat "L. H. Burnham" destroyed by fire on the Tennessee River. Loss \$20,000.

MARCH 1ST: Steamer "Valley Queen" burned on the lower Mississippi River.

MARCH 1ST: The tow boat "Joseph B. Williams" sunk 28 barges of coal on the lower Mississippi River. Loss 28,000 tons of coal.

MARCH 3RD: Steamer "Maggie" sunk in Yazoo River.

MARCH 4TH: Steamer "Charlie Curtin" struck a log and sank on the Green River. Loss \$10,000.

MARCH 7TH: Steamer "Delta" struck a hidden obstruction and sank on the lower Mississippi River. The boat being a total loss; was valued at \$35,000, and carried 100 tons of merchandise.

MARCH 22ND: The tow boat "J. B. Finley" sank twenty barges of coal and steel. The piston of the boat broke on the Ohio River. Loss \$100,000.

APRIL 3RD: The tug "Grace Velle" struck a stump and sank on the lower Mississippi River.

APRIL 5TH: The tow boat "F. Weyerhauser" sank a barge on lower Mississippi River. Cargo valued at \$60,000. Total loss.

APRIL 15TH: Steamer "J. M. Richtman" struck the Alton Bridge and damaged her bulwarks of hurricane deck to the value of \$200.

MAY 5TH: Steamer "H. M. Hoxie" sank Barge No. 100, loaded with 47,400 bushels of wheat at Buffalo Island, on lower Mississippi River.

JUNE 3RD: Steamer "Flying Eagle" and barge struck draw span of Hannibal Bridge and sank on the upper Mississippi River.

JUNE 25TH: Steamer "Vicksburg" sank opposite the Marine Hospital on lower Mississippi River. Total loss. Boat valued at \$25,000.

JULY 4TH: The tow boat John A. Wood" sunk six coal barges in the Ohio River. Loss \$50,000.

JULY 9TH: Steamer "Lucille Nowland" struck a snag and sank on the lower Mississippi River. Total loss. Boat and cargo valued at \$35,000.

JULY 18TH: Steamer "Sidney," en route to Keokuk, blew out cylinder head near Chain of Rocks. Towed back to the city for repairs.

AUGUST 12TH: The tow boat "Bodeker" with two barges in tow struck Pier No. 2, St. Charles Bridge. Tore off wheel house.

AUGUST 23RD: Steamer "Annie Roberts," an excursion boat, sank on the Ohio River.

OCTOBER 29TH: Steamer "Lotus Sims" was destroyed by fire in St. Louis harbor. Total loss. Boat was valued at \$22,500.

OCTOBER 30TH: Steamer "City of St. Louis" burned at Carondelet Ways. Total loss. Boat was valued at \$35,000.

NOVEMBER 1ST: Steamer "Rees Prichard" sunk in the Yazoo River.

NOVEMBER 5TH: Steamer "H. K. Bedford" struck a rock during a dense fog and sank on the Ohio River.

NOVEMBER 18TH: Steamer "S. H. H. Clark" sank barge No. 66, loaded with lumber, at Grand Tower, Ill., on the lower Mississippi River. The barge was raised.

NOVEMBER 28TH: Steamer "Monie Bauer", flue collapsed on the boiler, on the Tennessee River.

DECEMBER 12TH: The transfer steamer "C. W. Fordyce" sunk at Grays Point, Mo., with two carloads of railroad iron.

DECEMBER 15TH: The tow boat "Mattie M" sank on the lower Mississippi River. Boat was valued at \$10,000.

DECEMBER 21ST: The tow boat "Ashland City" struck a bar and sank at Natchez Island on lower Mississippi River. Total loss.

DECEMBER 23RD: A barge in tow of "Ozark Queen" struck a snag and sank on the Arkansas River. Loss 100 bales of cotton.

DECEMBER 27TH: Steamer "W. H. Grapevine" was sunk by ice gorge on the Ohio River. Total loss. Boat and cargo was valued at \$10,000.

DECEMBER 30TH: The tow boat "Polar Wave" burned on the lower Mississippi River. Boat was valued at \$10,000.

DECEMBER 30TH: Steamer "W. J. Betha" received a large hole in her bow by striking a deadhead on the Alabama River.

FREIGHT RATES TO NEW ORLEANS BY BARGES DURING 1898, 1899, 1900, 1901, 1902 AND 1903.

	Flour and Meal, per bbl.	Pork, per 100 lbs.	Sacked Grain and Meats, per 100 lbs.	Hay, per 100 lbs.
1898.....	20	10	10	13½
1899.....	20	10	10	15
1900.....	20	10	10	15
1901.....	20	10	10	15
1902.....	20	10	10	15
1903.....	20	10	10	15

MONTHLY RATE OF FREIGHT ON BULK GRAIN BY BARGES FROM ST. LOUIS TO NEW ORLEANS FOR SIX YEARS.

WHEAT AND CORN, PER BUSHEL.

MONTH.	1898.	1899.	1900.	1901.	1902.	1903.
	Ots.	Ots.	Ots.	Ots.	Ots.	Ots.
January.....	4	4	4	4	0	5¼
February.....	4	4	4	4	0	5¼
March.....	4	4	4	4	3½	5¼
April.....	4	4	4	4	3½	5¼
May.....	4	4	4	4	3½	5
June.....	4	4	4	4	3½	5
July.....	4	4	4	4	3½	4
August.....	4	4	4	4	4	4½
September.....	4	4	4	4	4½	5
October.....	4	4	4	4	5	5
November.....	4	4	4	4	5	5
December.....	4	4½	4	4	5½	5 2-5

Wheat, ¼ to ½ cent per bushel more than Corn.

F. O. B. New Orleans.

During September, October and November, 1894, and October and November, 1895, navigation by barges was suspended on account of extreme low water, also during October, November and December, 1897, and 14 days in December, 1899, and 10 days in January, 1899, and closed again January 30th till March 1st, closed from December 30th, 1899, to January 18th, 1900, and 24 days between January 28th and March 4th, 1900; 1901, during February; 1901-1902, December 15th to January 15th; 1902-1903, from December 27th to January 1st, and from February 16th to 26th.

AVERAGE RATE OF FREIGHT ON GRAIN BY RIVER FROM ST. LOUIS TO NEW ORLEANS.

YEAR.	In Sacks by Steamboat.		Wheat in Bulk by Barges.	
	Cents per 100 lbs.		Cents per bushel.	
1903.....	10		5	F.O.B., N. O.
1902.....	10		4.20	
1901.....	10		4.25	
1900.....	10		4.25	
1899.....	10		4.50	
1898.....	10		4.50	
1897.....	15		4.98	
1896.....	14.55		5	
1895.....	12.50		5.95	
1894.....	17.14		5.89	
1893.....	17.54		6.55	
1892.....	16.87		6.50	

RATES ON FREIGHT TO MEMPHIS AND VICKSBURG DURING 1903.

	Meat, per 100 lbs.		Grain, per 100 lbs.		Flour, per bbl.		Meal, in Sacks, per 100 lbs.		Hay, per 100 lbs.	
	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.	L.C.L.	C.L.
To Memphis....	15	10	10	8	20	15	10	8	17.2	10
To Vicksburg...	20	17.2	15	15	30	20	17.2	15	22.2	20

HARBOR AND WHARF COMMISSIONER'S REPORT.

STATEMENT OF THE AMOUNT OF LUMBER, SHINGLES, LATHS, PICKETS AND LOGS RECEIVED BY RIVER AT ST. LOUIS DURING THE YEAR 1903 AND PREVIOUS YEARS.

YEARS.	White Pine Feet.	Shingles, No.	Laths, No.	Pickets, No.	Logs Sup. Feet.	Yell'w Pine, Feet.	Poplar, Feet.	Cotton-wood, Feet.	Cedar, Feet.	Chest-nut, Feet.
Total, 1903	2,000,000	3,271,400	428,800	.....	4,426,100	1,255,000	4,195,500	7,189,000	296,600	47,000
" 1902	11,550,000	6,455,000	7,067,000	216,000	5,266,100	41,000	3,536,400	18,520,800	111,500	12,000
" 1901	22,451,546	11,198,250	13,895,550	147,950	3,110,600	.....	6,206,400	15,179,000	809,240	79,000
" 1900	43,792,751	17,116,250	13,503,950	145,000	4,411,198	.....	6,353,500	24,267,100	351,100	83,000
" 1899	42,292,900	21,098,200	11,893,150	245,000	1,926,500	.....	3,073,500	14,560,500	129,500	24,000
" 1898	39,882,100	13,008,700	9,547,850	30,000	2,760,400	.....	3,546,000	1,997,600	.....	1,000
" 1897	46,297,300	16,584,000	19,697,850	388,400	2,763,457	.....	3,190,200	14,040,000	191,000	.....
" 1896	44,535,000	16,415,200	13,416,900	1,712,400	9,353,500	.....	4,636,700	19,403,800	40,100	4,000
" 1895	74,161,359	24,766,867	38,635,570	1,508,554	19,673,961	12,000	8,203,711	2,991,020	86,801	.....
" 1894	87,338,323	35,773,000	21,384,350	703,540	10,411,106	6,666	6,74,314	6,719,738	.....	.....
" 1893	82,853,776	37,095,900	27,621,750	661,540	9,973,100	.....	8,472,578	17,723,000	.....	.....
" 1892	89,406,032	38,946,500	22,205,800	1,190,000	7,892,880	.....	5,809,327	19,833,824	.....	.....
" 1891	80,241,759	41,037,760	10,231,050	614,490	13,307,190	101,500	7,764,368	11,109,656	.....	.....
" 1890	71,739,010	45,449,160	26,336,050	403,688	9,065,082	237,500	10,629,000	5,586,800	.....	.....
" 1889	71,935,820	43,350,500	11,386,350	201,932	9,738,776	191,500	8,499,500	1,961,345	.....	.....

YEARS.	Cypress Feet.	Sycamore Feet.	Ash, Feet.	Oak, Feet.	Walnut, Feet.	Gum, Feet.	Maple, Feet.	Hickory Feet.	Cherry, Feet.	Elm, Feet.	Birch, Feet.	Hog, any.	Pecan, Feet.
Total, 1903	10,351,000	82,000	844,000	2,785,500	14,500	3,781,060	29,000	26,000	.....	48,000	.....	.....	.....
" 1902	10,813,000	6,000	1,172,800	3,615,500	82,960	2,830,000	20,850	3,000	6,500	226,000	.....	.....	.....
" 1901	7,051,800	128,000	758,500	4,301,300	82,200	4,572,000	60,180	2,900	161,200	230,200	.....	199,000	16,000
" 1900	8,029,700	189,000	1,961,270	9,697,100	65,330	6,976,000	1,000	43,500	1,700	88,700	.....	.....	.....
" 1899	5,436,500	249,500	1,424,600	4,244,500	22,400	885,800	29,300	6,200	1,700	84,000	.....	.....	.....
" 1898	1,836,000	2,000	27,000	302,500	.....	1,000	.....	.....	.....	.....	.....	380	.....
" 1897	2,107,700	20,800	186,000	1,870,300	10,900	.....	.....	14,800	.....	.....	.....	1,000	.....
" 1896	3,255,000	23,000	465,400	3,221,700	29,200	2,400	.....	38,700	900	49,000	4,000	.....	.....
" 1895	2,497,854	110,000	1,313,603	2,072,274	53,600	213,500	.....	66,800	.....	41,250	.....	.....	.....
" 1894	544,857	90,141	1,382,991	2,202,180	53,600	213,500	7,000	41,339	3,400	.....	.....	.....	.....
" 1893	964,361	199,000	1,402,340	1,929,305	237,670	198,000	16,000	75,000	48,500	10,000	.....	.....	.....
" 1892	988,746	1,515,766	2,109,793	4,406,934	610,490	411,700	99,500	67,360	11,000	225,700	.....	.....	.....
" 1891	2,006,219	1,427,476	1,537,516	2,834,120	505,108	501,700	18,500	7,000	7,000	43,500	.....	.....	.....
" 1890	1,490,890	877,600	3,959,000	3,646,243	531,585	591,000	60,400	45,000	2,250	147,200	.....	.....	.....
" 1889	434,100	567,500	2,399,000	1,299,700	457,900	709,500	237,500	74,000	36,900	.....	.....	.....	.....

FOREIGN GRAIN AND FLOUR TRADE.

Foreign shipments of Flour and Grain from the United States compare with previous years as follows:

	Wheat, bu.	Corn, bu.	Oats, bu.	Flour, bbls.
1908	78,144,774	91,237,099	1,461,826	19,274,412
1902	128,861,712	18,484,269	5,964,042	17,998,581
1901	179,201,418	102,859,089	25,929,048	19,852,880
1900	96,079,158	190,898,439	82,160,842	18,682,509
1899	109,685,161	206,186,283	41,086,082	18,717,161

Shipments from Galveston and New Orleans for the past five years compare as follows:

	WHEAT—Bu.		CORN—Bu.	
	New Orleans.	Galveston.	New Orleans.	Galveston.
1908	11,969,273	20,089,688	18,832,208	4,274,091
1902	15,663,745	11,061,826	2,454,128	963,205
1901	24,410,979	15,714,465	12,832,189	.....
1900	8,069,677	11,188,056	23,408,453	3,073,525
1899	11,562,812	15,713,400	21,939,586	7,049,697

Exports of grain from St. Louis were 2,110,305 bushels wheat, 2,594,041 bushels corn, 18,571 bushels oats and 36,121 bushels rye, of which 1,724,220 bushels wheat and 1,025,221 corn went by river via New Orleans, the balance going by rail to Atlantic and Gulf Ports. All of the wheat by rail went to the Seaboard for export, destination not given. Of the corn 127,638 bushels went to Cuba, and 74,154 bushels to Mexico.

Exports of flour were 876,841 bbls. against 905,205 bbls. the previous year. Cuba took 173,115 bbls., Central America 5,689 bbls., South America 12,480 bbls., and Porto Rico 45,124 bbls., while the larger part went to European countries, as will be seen by reference to the table of exports on next page.

All export flour is shipped in sacks and is reduced to barrels for convenience of comparison.

SHIPMENTS OF BULK GRAIN, BY RIVER, FROM ST. LOUIS TO NEW ORLEANS FOR FIFTEEN YEARS.

Year.	Wheat, bus.	Corn, bus.	Rye, bus.	Oats, bus.	Totals.
1908	1,724,220	1,025,221	.....	.....	2,749,441
1902	2,809,714	226,400	28,212	28,400	2,691,785
1901	1,528,244	585,705	.....	.....	2,868,949
1900	169,241	2,871,870	.....	278,049	3,114,160
1899	284,720	1,748,517	.....	249,998	2,233,235
1898	2,747,994	8,006,488	212,720	633,505	6,600,707
1897	1,191,082	8,827,968	190,968	265,879	5,475,842
1896	1,733,668	8,868,067	.....	486,568	10,537,308
1895	488,614	1,361,808	.....	.....	1,690,417
1894	1,042,193	1,263,210	.....	40,000	2,345,508
1893	2,710,890	3,383,808	.....	75,430	7,070,598
1892	5,149,708	3,328,645	.....	36,587	8,414,940
1891	6,940,215	1,483,781	45,600	.....	8,469,546
1890	1,409,440	8,717,849	.....	89,980	10,217,244
1889	1,651,950	12,398,965	17,423	89,707	14,158,048

FOREIGN SHIPMENTS OF FLOUR AND GRAIN

ON THROUGH BILLS OF LADING FROM ST. LOUIS BY RAILROADS
AND RIVER

FOR THE YEAR 1903.

DESTINATION.	Flour, barrels	Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bush'ls
To England	262,242		8,626		
" Germany.....	24,606				
" France	285				
" Scotland	112,797				
" Ireland.....	22,198				
" Denmark.....	13,257				
" Norway	34,008				
" Holland	63,469				
" South Wales.....	350				
" Belgium.....	17,652				
" Africa	1,465				
" Spain.....	1,214				
" Portugal.....	600				
" Sweden	5,720				
" Newfoundland.....	12,088				
" Finland	15,824				
" Canada	1,500				
" Cuba	173,115		127,638		
" Porto Rico.....	45,124				
" Central America.....	5,689				
" South America.....	12,480				
" Mexico	300		74,154		
" Seaboard for Export	52,028	376,085	1,358,402	18,571	36,121
Total for Export by Rail	876,841	376,085	1,568,820	18,571	36,121
Total for Export by River.....		1,724,220	1,025,221		
Total Exports	876,841	2,100,305	2,594,041	18,571	36,121

EXPORTS OF WHEAT FROM THE UNITED STATES.

As reported by the Bureau of Statistics, Washington.

FROM	1900. Bushels.	1901. Bushels.	1902. Bushels.	1903. Bushels.
New York.....	18,259,428	27,140,388	19,955,526	9,435,934
San Francisco.....	12,765,015	15,328,781	13,666,139	4,428,112
Baltimore.....	4,529,811	19,962,737	9,470,012	3,160,614
Philadelphia.....	5,310,213	11,230,765	8,816,457	1,600,790
New Orleans.....	8,059,677	24,410,979	15,643,745	11,989,273
Duluth and Superior.....	3,618,153	6,930,404	5,652,453	4,126,677
Willamette.....	10,958,359	13,995,586	10,653,264	5,614,719
Boston and Charlestown.....	11,028,357	17,910,887	8,454,795	2,867,994
Newport News.....	1,676,294	4,785,596	5,021,667	334,448
Puget Sound.....	5,126,344	11,484,689	12,949,484	4,597,780
Chicago.....	.....	4,947,435	3,027,446	1,452,426
Galveston.....	11,118,056	15,714,465	11,081,326	20,039,633
Norfolk and Portsmouth.....	199	600,590	128,000	26,319
All other districts.....	6,429,800	4,698,126	3,841,398	3,470,055
Total bushels.....	98,948,706	179,201,418	128,361,712	73,144,774

EXPORTS OF CORN FROM THE UNITED STATES.

New York.....	43,532,024	23,831,380	3,052,715	22,063,881
New Orleans.....	23,403,453	12,832,139	2,454,128	13,332,203
Baltimore.....	40,635,023	24,711,790	4,501,555	19,113,566
Boston and Charlestown.....	14,072,326	10,331,712	804,088	6,627,107
Philadelphia.....	33,345,171	15,793,304	2,423,487	9,994,838
Newport News.....	8,702,313	3,572,573	1,184,816	3,535,966
Chicago.....	.....	3,087,281	500,930	4,865,582
Galveston.....	3,073,525	.....	963,205	4,274,091
Norfolk and Portsmouth.....	4,445,089	2,214,684	386,840	840,397
Mobile.....	1,529,118	1,192,079	304,730	708,221
Paso del Norte.....	.....	.....	.....	.....
Pensacola.....	.....	.....	.....	.....
Oswegatchie.....	.....	.....	.....	.....
All other districts.....	16,457,393	4,842,147	1,857,875	5,881,247
Total bushels.....	189,095,435	102,359,089	18,434,269	91,237,099

EXPORTS OF OATS FROM THE UNITED STATES.

New York.....	8,819,444	8,457,228	1,803,662	669,423
Baltimore.....	3,972,810	3,652,810	137,507	7,905
Boston and Charlestown.....	4,845,995	3,509,245	234,708	8,851
Newport News.....	2,227,818	2,324,566	223,833	.....
Philadelphia.....	6,742,988	2,324,449	584,885	92
New Orleans.....	1,560,192	2,510,251	356,266	35,935
Chicago.....	.....	565,605	194,104	.....
San Francisco.....	147,542	31,083	11,557	8,012
All other districts.....	4,269,871	1,553,311	2,267,520	731,606
Total bushels.....	32,095,180	25,929,048	5,864,042	1,461,826

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL BY STEAMER FROM ST. LOUIS TO LIVERPOOL
VIA NEW ORLEANS, 1902 AND 1903.**

Month.	St. Louis to N. O. pr bush		N.O. to Liver- pool pr bush.		Total St. L. to Liverpool.	
	1903.	1902.	1903.	1902.	1903.	1902.
January.....	5½	...	6½	8½	12	...
February.....	5½	...	6½	8½	1	...
March.....	5½	8½	4½	4	9½	7½
April.....	5½	8½	4@4½	4½	9½	8½
May.....	5	8½	4½	2½	9½	6½
June.....	5	8½	4	2½	9	6½
July.....	4	8½	3½	4½	7½	8½
August.....	4½	4	3	6	7½	10
September.....	5	4½	5@5½	5½	10½	9½
October.....	5	5	5½@6	3	10½	8
November.....	5	5	5½@6	5½	10½	10½
December.....	5 2-5	5½	5½	7	10 7-10	12½

**AVERAGE PUBLISHED RATES OF FREIGHT ON WHEAT IN CENTS,
PER BUSHEL FROM ST. LOUIS TO LIVERPOOL VIA RAIL
TO NEW YORK DURING 1902 AND 1903.**

Month.	E. St. L. to N. Y. pr bush.		N. Y. to Liv. pr bush.		Total St. L. to Liv. pr bush.	
	1903.	1902.	1903.	1902.	1903.	1902
January.....	13.80	12.30	3	1½	16.80	14.17½
February.....	13.80	12.30	3	3	16.80	15.30
March.....	13.80	12.30	3	3	16.80	15.30
April.....	13.80	12.30	3	3	16.80	15.30
May.....	12.60	12.30	3	3	15.60	15.30
June.....	12.60	12.30	3	3	15.60	15.30
July.....	12.60	12.30	3	3	15.60	15.30
August.....	12.60	12.30	3	3	15.60	15.30
September.....	12.60	12.30	3	3½	15.60½	15.42½
October.....	12.60	12.30	3	3	15.60	15.30
November.....	12.60	12.30	2½	3	15.60	15.30
December.....	13.80	13.80	2½	3	16.80	16.80

**AVERAGE RATE OF FREIGHT ON WHEAT PER
BUSHEL BY STEAMER FROM NEW ORLEANS
TO LIVERPOOL DURING 1902 AND 1903.**

Month.	Rate in Cents.	Rate in Cents.
	1903.	1902.
January...	6½	8 to 4
February...	6½	8 to 4
March.....	4½	8 to 5
April.....	4@4½	4½
May.....	4½	2½ to 3
June.....	4	2½ to 3
July.....	3½	3 to 6
August....	3	6
September..	5@5½	4½ to 6
October....	5½@6	3
November..	5½@6	4½ to 6
December..	5½	7

**AVERAGE RATE OF FREIGHT ON WHEAT
PER BUSHEL BY STEAMER FROM NEW
YORK TO LIVERPOOL DURING 1902 AND 1903.**

Month.	Rate in Cents.	Rate in Cents.
	1903.	1902.
January...	3	1½
February...	3	3
March.....	3	3
April.....	3	3
May.....	3	3
June.....	3	3
July.....	3	3
August....	3	3
September..	3	3½
October....	3	3
November..	2½	3
December..	2½	3

AVERAGE PUBLISHED RATES OF FREIGHT ON GRAIN IN CENTS.

FROM ST. LOUIS TO LIVERPOOL VIA RIVER TO NEW ORLEANS AND VIA RAIL TO NEW YORK.

YEAR.	To New Orleans by River.		On Wheat to New York by rail, per 100 lbs.	To Liverpool.	
	On Grain in sks. per 100 lbs.	On Wheat in bulk per bushel.		Via New Orleans, On Wheat per bu.	Via New York, On Wheat per bu.
1883	20	6 5-12	29½	22 2-3	23½
1883	17½	5½	33	19 7-12	27
1884	14	6 5-8	26	14 7-12	21½
1885	15	6 2-5	22 1-7	15 1-9	20½
1886	16	6½	29	16 1-6	24
1887	18½	6	32 2-15	15	24½
1888	15	6½	29½	15 1-6	22.95
1889	17.98	5.95	28½	17 1-3	24.97
1890	15.66	6.58	27½	14 1-3	21.48
1891	16.28	6.87½	29	15 3-4	23.55
1892	16.87	6.50	26.62	14	21
1893	17.54	6.55	28.50	14.71	21.72
1894	17.14	5.89	24.78	11.69	18.71
1895	18.00	5.95	23.57	12 1-8	18.33
1896	14.54	5.00	23.00	13.50	19-67½
1897	10.88	4.88	23.64	12.89	20.33
1898	10.00	4.50	22.25	14.24	20.32
1899	10.00	4.50	21.95	12.33	17.88
1900	10.00	*4.25	19.38	14.64	18.41
1901	10.00	*4.25	19.33	9.48	14.08
1902	10.00	*4.20	20.66	8.53	15.33
1903	10.00	*5	22.25	10.00	16.02

*F. O. B. New Orleans.

COTTON.

The Cotton Crop of the United States for the cotton year ending August 31st was 10,727,559 bales, as against 10,680,680 bales and 10,383,422 bales for the two preceding years.

The amount handled locally by St. Louis factors was 62,647 standard bales, and the amount shipped direct through the St. Louis gateway, a portion of which was for account of St. Louis dealers, was 679,971 bales, making the total gross receipts 742,618 bales. Only 4770 small round bales were received. The average weight of St. Louis receipts was 510 pounds, and the average value per bale \$49.75. Quotations for middling ranged from 7½c in December to 13¼c in June and July. Stocks at the close of August were 1,265 bales.

Mr. Henry G. Hester, Secretary New Orleans Cotton Exchange, in his annual report makes the following statement:

While the crop as a whole brought a good return, notwithstanding the high prices during the latter part of the season, the out turn has not been as great as was expected. The total value carefully figured out is \$42,755,595 above last year, but it is less than year before last (when the crop was 344,137 bales under this year) by \$13,797,267.

The cause will be made apparent when it is stated that in the crop of 1900-01 September averaged 10.3 cents per lb., and that from October to February the monthly averages ranged from 9.59 cents in October to 9.21 cents in February, or, stated in bales, from \$52.47 in September to \$47.42 in February.

This year the range from September to January (average monthly values) was 7.83 cents to 8.61 cents, the price of 9 cents not being touched until February, when nearly 8,000,000 bales of the crop had been marketed, the monthly average sales of which were from \$40 to a little over \$44 per bale.

Another important feature that affected values more or less was the results of the unusual and long continued rains, which reduced the grade of the Texas crop and of the section tributary to New Orleans.

Investigations at New Orleans, Galveston and Houston show an average of one-quarter grade under last season.

Houston says "the picking in Central and North Texas in the latter part of the picking season was of such a character that the oil mills refused to buy the cotton seed and that south of Waco produced a lower grade crop than for years."

Savannah, Charleston and Memphis were more or less affected, but not to as great an extent, the average reduction in grade for the entire crop having been from a sixteenth to an eighth.

A fair average of price for the United States is 8.82 cents per pound, comparing with 8.06 cents last year, 9.33 the year before and 7.65 for 1899-1900; the highest price touched during the season having been 13% and the lowest 7%.

The average commercial value per bale of the crop is \$44.52, against \$41.01 last year, \$47.63 the year before and \$38.55 in 1899-1900.

TABLE SHOWING THE GROSS AND NET RECEIPTS OF COTTON AT ST. LOUIS.

SEASON.	Gross Receipts, bales.	Through Shipments, bales.	Net Receipts, bales.
1902-1903.....	742,618	679,971	62,647
1901-1902.....	841,258	619,578	221,680
1900-1901.....	978,497	733,869	239,628
1899-1900.....	802,769	645,695	154,074
1898-99.....	989,969	814,380	175,589
1897-98.....	899,229	771,712	127,517
1896-97.....	570,418	455,516	114,897
1895-96.....	565,683	474,796	90,887
1894-95.....	926,285	781,694	144,591
1893-94.....	635,421	462,082	168,339
1892-93.....	474,024	301,186	172,838
1891-92.....	723,623	425,737	297,881
1890-91.....	706,460	400,454	306,015
1889-90.....	538,910	311,823	227,087

NOTE.—Since season 1898-99 light weight round bales have been counted as equivalent to half-bales, and the total given as standard bales.

MONTHLY RECEIPTS AND SHIPMENTS FOR SEASON 1902-1903.

MONTHS.	RECEIPTS.			Shipments.
	Local.	Through.	Total.	
September, 1902.....	8,549	18,201	16,750	12,868
October.....	17,071	75,747	92,818	66,706
November.....	16,221	183,458	149,679	117,795
December.....	9,188	182,000	141,188	184,708
January, 1903.....	6,611	119,648	126,969	115,166
February.....	8,878	78,928	82,186	69,969
March.....	1,792	56,196	57,987	77,674
April.....	2,926	89,157	42,068	67,177
May.....	2,158	21,186	28,841	86,446
June.....	966	6,887	7,223	11,978
July.....	609	8,752	4,361	5,886
August.....	678	746	1,423	2,696
Total bales.....	65,082	679,971	745,008	787,404
Deduct for $\frac{1}{4}$ round bales.....	2,866	.....	2,866	2,866
Net total, standard bales.....	62,647	679,971	742,618	785,019

RECEIPTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTES.	1902-03.	1901-02.	1900-01.
St. Louis, Iron Mountain & Southern R. R.....	456,816	490,151	465,624
Missouri Pacific R. R.....	108	741	.....
Mobile & Ohio R. R.....	88,159	65,380	58,876
St. Louis & San Francisco R. R.....	110,778	157,997	118,102
St. Louis & Southwestern R. R.....	29,107	45,942	71,406
Illinois Central R. R.....	5,783	9,688	68,264
Missouri, Kansas & Texas R. R.....	99,006	149,704	809,632
Chicago & Alton R. R. (West).....	75	.....	.....
Wabash R. R. (West).....	.....	.....	69
Keokuk & Northwestern R. R. and C. B. & Q. R. R.....	469	1,326	16,690
Louisville & Nashville R. R.....	793	7,197	5,261
Southern R. R.....	20	.....	.....
Lower Mississippi River Boats.....	2,785	4,089	8,481
Cumberland and Tennessee River Boats.....	2,785	670	1,216
Total Bales.....	745,008	982,886	1,118,626
Deduct for light bales.....	2,866	91,677	140,026
Net total.....	742,618	841,266	973,497

STATEMENT SHOWING THE SOURCES OF SUPPLY OF COTTON FOR FOUR YEARS.

	1902-03. Bales.	1901-02. Bales.	1900-01. Bales.	1899-1900. Bales.
From Arkansas.....	400,445	422,070	402,331	350,972
" Texas.....	180,588	165,788	338,940	185,951
" Missouri.....	12,990	19,779	16,084	11,990
" Tennessee.....	52,406	41,758	60,657	78,640
" Mississippi.....	42,145	60,222	65,010	90,914
" Indian Territory.....	52,949	118,188	96,572	48,241
" Alabama.....	1,718	5,228	11,576	16,735
" Kentucky.....	20	89	87	518
" Louisiana.....	45,617	46,441	41,256	68,741
" Kansas.....	141	3	149	264
" Oklahoma.....	5,969	58,830	85,963	33,326
Total Receipts.....	745,008	982,885	1,118,525	890,251
Deduct for half round bales.....	2,885	91,567	140,028	77,432
Net receipts.....	742,618	841,258	978,497	802,769

DIRECTION OF SHIPMENTS.

	1902-03. Bales.	1901-02. Bales.	1900-01. Bales.
For Export to England.....	187,864	185,424	190,507
" Germany.....	17,196	87,681	102,266
" France.....	5,148	2,841	8,509
" Belgium.....	.....	300	4,543
" Holland.....	.....	.....	115
" Sweden.....	.....	.....	680
" Austria.....	.....	.....	2,086
" Russia.....	89	.....	102
" Italy.....	745	18,170	42,819
" India.....	.....	.....	100
" Norway.....	75	.....	.....
" Nova Scotia.....	.....	100	269
" Canada.....	58,964	26,949	81,676
" Switzerland.....	100	.....	255
" Spain.....	1,748	.....	676
" Seaboard.....	.....	4,722	1,788
" Japan.....	18,906	88,110	7,677
" China.....	.....	287	.....
" Scotland.....	.....	200	.....
" Saxony.....	.....	2,592	.....
" Denmark.....	25	.....	.....
" Cuba.....	89	.....	.....
Total Bales exported.....	235,926	264,876	390,046
Shipped to points in United States.....	501,678	619,178	642,353
Total Shipments, Bales.....	737,404	883,554	1,031,896
Deduct for half round bales.....	2,885	91,677	140,298
Net shipments standard bales.....	735,019	791,977	891,570

SHIPMENTS OF COTTON BY EACH ROUTE FOR THREE COTTON YEARS.

ROUTE.	1902-03. BALES.	1901-02. BALES.	1900-01. BALES.
Chicago & Alton R. R., Mo. Div.....	21	.....	914
Missouri Pacific R. R.....	400	100	.....
S. Louis & San Francisco R. R.....	47	.....	.....
Missouri, Kansas & Texas Ry.....	482	.....	.....
Illinois Central Railroad.....	9,955	8,448	40,888
Louisville, Henderson & St. Louis R. R.....	1,436	3,821	1,855
Louisville & Nashville R. R.....	1,224	5,260	37,430
Southern R. R.....	32,181	39,483	17,550
Baltimore & Ohio S.-W. R. R.....	35,890	64,086	68,988
Chicago & Alton R. R.....	119,605	198,006	198,193
Cleveland, Cin., Chicago & St. Louis R. R.....	119,865	157,715	154,172
Vandalia R. R.....	46,819	31,861	87,075
Wabash R. R. (East).....	13,177	124,806	72,226
Toledo, St. Louis & Western R. R.....	225,169	115,810	224,507
Chicago, Peoria & St. Louis R. R.....	118,395	122,433	21,087
Chicago, Burlington & Quincy R. R.....	14,617	15,877	8,076
St. Louis, Peoria & Northern R. R.....	4,677	4,062	1,290
Other Roads.....	216	219	100
Upper Mississippi and Illinois River Boats.....	298	67	88
Total bales.....	737,404	883,554	1,031,898
Deduct for round half bales.....	2,384	91,577	140,028
Net bales.....	735,019	791,977	891,570

**SHIPMENTS TO UNITED STATES PORTS AS REPORTED
BY ST. LOUIS COTTON EXCHANGE.**

	Bales.		Bales.
To Boston.....	54,274	To Newport News.....	7,300
" Providence.....	831	" Norfolk.....	814
" New York.....	19,200	" New Orleans.....	4,000
" Philadelphia.....	2,324	" Portland, Maine.....	12,110
" Baltimore.....	7,449	" Pacific Coast.....	18,808
" Louisville.....	2,073	" Canada.....	45,283
" Jackson, Tenn.....	319	" Memphis and Houston...	880
" Minor points.....	578,410		

Since 1898-99 half round bales have been reduced to the equivalent of Standard bales.

REPORT OF COTTON COMPRESSED AT ST. LOUIS.

Year ending Aug. 31.	Receipts. bales.	Shipments. bales.	Stock. bales.
1903.....	57,016	67,466	1,265
1902.....	178,713	196,878	11,715
1901.....	92,231	68,656	34,378
1900.....	67,597	111,558	8,803
1899.....	124,908	97,219	46,962
1898.....	120,605	103,205	25,077
1897.....	109,297	119,493	7,877
1896.....	111,617	100,888	17,873
1895.....	161,219	171,451	7,549

**COMMERCIAL CROP BY STATES, IN THOUSANDS OF BALES, AS REPORTED
BY THE NEW ORLEANS COTTON EXCHANGE.**

	1902-1903.	1901-1902.	1900-1901.
Alabama.....	1,050	1,200	1,000
Arkansas.....	1,000	820	762
Florida.....	55	54	45
Georgia.....	1,470	1,525	1,295
Louisiana.....	884	680	719
Mississippi.....	1,404	1,375	950
North Carolina, etc.....	575	550	542
South Carolina.....	950	925	911
Tennessee, etc.....	509	359	350
Texas and Indian Territory.....	2,831	2,993	3,909
Total crops—bales.....	10,728	10,681	10,383

VALUE OF COMMERCIAL CROP.

	Bales.	Value.
2902-1903.....	10,727,559	\$490,770,282
1901-1902.....	10,680,690	488,014,687
1900-1901.....	10,383,422	494,567,549
1899-1900.....	9,436,418	361,784,820
1898-99.....	11,274,840	282,772,987
1897-98.....	11,199,994	520,552,606
1896-97.....	8,757,964	321,324,834

**TABLE SHOWING THE HIGHEST AND LOWEST PRICES OF
MIDDLING COTTON EACH MONTH FOR FOUR YEARS.**

MONTHS.	1902-08.		1901-02.		1900-01.		1899-1900.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
September	8%	8 9-16	7%	8 9-16	9%	10%	6	6 12-16
October	8	8%	7%	8 2-16	9	10 5-16	7	7%
November	7%	8 1-16	7 5-16	7 9-16	9 1-16	9 12-16	7	7 7-16
December	8	8%	7%	6 1-16	9 7-16	9 12-16	7%	7%
January	8%	8%	7 12-16	8	9%	9 11-16	7 7-16	7 11-16
February	8%	9%	7%	8 5-16	9%	9%	7%	8%
March	9%	9 15-16	8 5-16	8%	9%	9%	8 15-16	9 7-16
April	9%	10%	6%	9%	8 1-16	8%	9%	9%
May	10%	11%	9%	9%	7 11-16	8 1-16	8 12-16	9%
June	11%	12%	8 15-16	9%	7 11-16	8 5-16	8%	9%
July	12%	12%	8%	9	8	8%	9%	10
August	%	12%	8%	8 12-16	8	8 9-16	9%	9%

Average weight per bale	1902-08.	1901-02	1900-01.	1899-1900.
United States standard bales	508	508.48	510.28	504.12
St. Louis Receipts " "	510	510	511	508
" " round "	500	500	500	435
" " " half "	250@270	250@270	250@270	250@270
Average value per bale St. Louis Receipts. 1900-01, \$42.78; 1901-02, \$43.10; 1902-03, \$49.78.				

THE CROP OF THE UNITED STATES, IN BALES, FOR 65 YEARS.

1838-39, 1,360,532	1851-52, 3,126,310	1864-65, no record	1877-78, 4,773,865	1890-91, 8,655,518
1839-40, 2,177,835	1852-53, 3,416,214	1865-66, 2,277,683	1878-79, 5,074,155	1891-92, 9,035,379
1840-41, 1,034,915	1853-54, 3,074,979	1866-67, 2,232,660	1879-80, 5,761,232	1892-93, 6,700,365
1841-42, 1,653,574	1854-55, 2,982,634	1867-68, 2,569,241	1880-81, 6,905,750	1893-94, 7,549,817
1842-43, 2,378,575	1855-56, 3,065,557	1868-69, 2,433,770	1881-82, 5,455,048	1894-95, 9,901,251
1843-44, 2,030,400	1856-57, 3,093,737	1869-70, 3,114,592	1882-83, 6,949,766	1895-96, 7,157,348
1844-45, 2,394,503	1857-58, 3,227,339	1870-71, 4,317,006	1883-84, 5,713,200	1896-97, 8,757,554
1845-46, 2,100,537	1858-59, 4,018,914	1871-72, 2,971,351	1884-85, 5,706,165	1897-98, 11,199,964
1846-47, 1,778,651	1859-60, 4,861,292	1872-73, 3,574,559	1885-86, 6,575,691	1898-99, 11,274,840
1847-48, 2,630,786	1860-61, 3,849,469	1873-74, 4,170,388	1886-87, 6,505,087	1899-00, 9,436,416
1848-49, 2,896,938	1861-62, no record	1874-75, 3,827,845	1887-88, 7,046,833	1900-01, 10,853,422
1849-50, 2,233,718	1862-63, no record	1875-76, 4,632,313	1888-89, 6,938,290	1901-02, 10,680,680
1850-51, 2,454,257	1863-64, no record	1876-77, 4,474,069	1889-90, 7,313,726	1902-03, 10,727,559

GENERAL CROP MOVEMENT, SEASONS 1901-02 AND 1902-1903.

From New Orleans Cotton Exchange Report.

	1902-08. Bales.	1901-02. Bales.
Port receipts	7,724,104	7,679,290
Overland to mills	1,068,898	1,108,958
Southern consumption	2,000,729	1,887,971
Less taken by Southern mills from ports	10,808,216	10,721,214
	88,657	40,534
TOTAL CROPS	10,727,559	10,680,680
EXPORTS—		
Great Britain	2,851,528	3,035,497
France	785,679	745,969
*Continent and Channel	8,069,959	2,850,244
Canada	128,677	122,261
TOTAL EXPORTS	6,800,843	6,758,971
Stock close of year	162,040	164,773
Northern mills takings	1,987,635	2,060,774
Average gross weight of crop bale—pounds	508	508.48

* Including Mexico, Japan and China.

**COMPARATIVE BUSINESS IN LEADING ARTICLES AT
ST. LOUIS FOR PAST FOUR YEARS.**

ARTICLES.	1900.	1901.	1902.	1903.
Flour, receipts..... bbls.	1,869,070	2,170,548	2,217,685	2,340,695
Flour, amount manufactured bbls.	1,346,059	1,505,234	1,322,530	1,112,318
Wheat, total receipts..... bush.	19,786,614	20,890,805	20,667,212	23,533,800
Corn, " " " " " "	25,618,410	20,834,060	16,024,715	20,990,245
Oats, " " " " " "	13,257,925	15,728,180	20,570,245	20,409,990
Rye, " " " " " "	476,855	686,510	940,396	1,327,892
Barley, " " " " " "	2,011,500	1,989,993	2,224,504	2,683,119
All Grain received (including flour reduced to wheat).... "	69,555,619	69,827,264	69,416,654	79,426,113
Cotton, receipts..... bales.	1,011,587	918,328	766,419	577,582
Bagging, manufactured..... yards.	9,975,655	12,500,000	11,000,000	10,400,000
Hay, receipts..... tons.	234,256	251,182	213,224	298,246
Tobacco, receipts..... hhds.	44,914	52,127	56,534	51,402
Lead, receipts in pigs 80 lb. ... pigs.	1,577,443	1,800,239	2,007,720	2,407,605
Hog Product, total shipm'ts. lbs.	899,946,455	896,183,896	878,668,410	898,366,040
Cattle, receipts..... head.	795,800	909,881	1,181,628	1,209,121
Sheep " " " " " "	434,133	534,115	540,443	565,836
Hogs " " " " " "	2,156,972	2,236,945	1,494,395	1,735,873
Horses and Mules, receipts... "	169,083	149,716	122,697	137,711
Lumber & Logs, " " " " " feet.	1,366,403,254	1,414,698,766	1,646,488,100	1,532,504,000
Wool, total receipts..... lbs.	17,000,790	25,877,110	28,878,060	18,768,260
Hides, " " " " " "	60,581,540	55,005,080	56,237,220	50,910,600
Sugar, received..... "	216,982,485	209,688,510	206,836,850	197,410,250
Molasses (including glucose) rec'd, galls.	5,244,050	5,395,887	5,523,450	6,230,710
Coffee, received..... bags.	860,871	374,675	332,255	439,145
" " " " " " pkgs.	72,912	133,340	120,858	94,821
Rice, receipts..... pkgs.	119,615	173,530	196,575	225,165
Coal, " " " " " " tons.	4,360,299	4,955,228	5,706,794	6,534,785
Nails, " " " " " " kegs.	560,110	698,200	752,575	478,370
Potatoes, receipts..... bush.	2,564,568	2,896,059	3,641,308	2,841,872
Salt, " " " " " " bbls.	228,105	315,285	228,770	213,785
" " " " " " sacks.	27,575	35,280	33,650	47,030
" " " " " " bush. in bulk.	776,160	772,800	777,840	953,120
Butter..... lbs.	12,901,690	13,476,929	14,572,645	14,070,275
Tons of freight of all kinds received and shipped.....	25,313,340	28,758,664	29,737,577	35,104,198

STATEMENT SHOWING THE ENTIRE

RECEIPTS.

By—	Flour. Barrels.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
Chicago & Alton R.R. (Mo. Div.)	225,980	1,294,200	1,729,800	841,550	13,500	.....
Missouri Pacific R. R.	618,275	3,338,288	3,222,896	822,850	53,280	3,000
St. Louis and San Francisco R. R.	141,220	1,972,800	85,115	2,700	.....	2,000
Wabash R. R. (West)	288,980	1,981,400	2,949,800	2,681,820	228,600	145,119
St. Louis, Kas. City & Colo. R. R.	150	623,250	24,800	.....	.....	.....
Mo., Kansas & Texas R. R.	92,560	1,060,045	645,500	81,395	2,700	5,000
St. Louis Southwestern R. R.	750	2,700	.....	.....	.....	.....
St. L., Iron Mount. & So. R. R.	10,535	125,100	5,400	9,450	.....	.....
St. L., I. M. & So. R. R. (Ill. Div.)	7,290	77,524	92,815	.....	.....	.....
Illinois Central R. R.	8,225	284,717	261,465	1,578,805	12,600	206,000
Louisville, Henderson & St. L. R. R.	.....	5,400	.....	.....	.....	.....
Louisville & Nashville R. R.	4,180	8,100	6,800	4,050	.....	.....
Mobile & Ohio R. R.	70	4,500	900	1,850	.....	.....
Southern Railway	20,270	89,600	19,800	9,505	.....	.....
Baltimore & Ohio S.-W. R. R.	175	14,400	27,900	141,750	.....	.....
Chicago & Alton R. R. (Main Line)	82,415	1,083,200	1,109,700	1,568,700	3,600	65,000
Cleveland, Cin., Chi. & St. L. R. R.	2,895	183,200	111,600	78,800	.....	.....
Vandalia R. R.	84,435	88,064	128,800	280,150	225	.....
Wabash R. R. (East)	74,175	224,100	749,800	801,900	5,400	10,000
Toledo, St. Louis & Western R. R.	16,875	74,587	50,350	74,250	900	105,000
Chicago, Peoria & St. Louis R. R.	197,280	1,516,500	2,189,800	4,210,650	110,700	824,000
Chicago, B. & Q. R. R.	108,325	548,600	975,800	1,877,850	285,900	325,000
St. L., Keokuk & N. W. R. R.	879,750	8,210,700	6,094,800	5,559,900	658,890	948,000
St. Louis, Troy & Eastern Ry. ....	.....	15,800	2,700	.....	.....	.....
Upper Mississippi River	14,705	127,983	68,295	87,680	743	.....
Lower " "	8,725	155,297	51,005	895	488	.....
Illinois " "	2,910	58,005	84,725	490	558	.....
Missouri " "	205	11,802	12,080	.....	18	.....
Ohio, Cumb. & Tenn. Rivers .....	.....	.....	.....	.....	.....	.....
By Wagon .....	.....	400,000	400,000	800,000	.....	.....
Total Receipts	2,340,695	23,398,800	20,990,245	20,409,930	1,327,892	2,633,119
Flour manufactured	1,112,316	.....	.....	.....	.....	.....
In Store, January 1st, 1908	56,540	4,740,511	1,885,870	29,877	25,470	.....
Total movement	8,509,551	28,189,311	22,825,615	20,489,807	1,353,362	2,633,119

RECEIPTS OF FLOUR

D:

MOVEMENT IN FLOUR

By—
Chicago & Alton R.R. (Mo. Div.)
Missouri Pacific R. R.
Wabash R. R. (West)
St. Louis, Kansas City & Col. R. R.
St. Louis and San Francisco R. R.
Missouri, Kansas & Texas R. R.
St. Louis Southwestern R. R.
St. Louis, Iron Mount. & So. R. R.
St. L., I. M. & So. R. R. (Ill. Div.)
Illinois Central R. R.
Louisville, Henderson & St. L. R. R.
Louisville & Nashville R. R.
Mobile & Ohio R. R.
Southern Railway
Baltimore & Ohio S. W. R. R.
Chicago & Alton R. R. (Main Line)
Cleva., Cin., Chicago & St. L. R. R.
Vandalia Railroad
Wabash R. R. (East)
Toledo, St. Louis & Western R. R.
Chicago, Peoria & St. Louis R. R.
Chicago, Burlington & Quincy R. R.
St. Louis, Keokuk & N. W. R. R.
Upper Mississippi River
Lower
Illinois
Missouri
Ohio, Cumb & Tenn. Rivers
Total Shipments
Ground in City Mills
City consumption
Stock on hand Dec. 31, 1908
Total movement

1908.	Flour, bbls.	Wheat, bush.	Wheat St. L. bush.
Jan. 8	14,320	151,650	1,800
" 10	52,700	578,237	1,800
" 17	82,835	985,944	1,800
" 24	120,290	1,400,756	1,800
" 31	160,735	1,844,130	1,800
Feb. 7	194,280	2,137,610	1,800
" 14	228,995	2,408,062	1,800
" 21	267,620	2,641,295	1,800
" 28	332,240	2,885,951	1,800
March 7	375,435	3,201,120	1,800
" 14	420,780	3,425,785	1,800
" 21	468,570	3,621,857	1,800
" 28	508,215	3,800,518	1,800
April 4	549,935	4,110,525	1,800
" 11	589,145	4,464,310	1,800
" 18	628,165	4,728,662	1,800
" 25	675,655	5,025,036	1,800
May 2	705,365	5,236,659	1,800
" 9	761,680	5,509,377	1,800
" 16	802,535	5,700,746	1,800
" 23	842,140	5,909,089	1,800
" 30	882,595	6,099,347	1,800
June 6	916,910	6,240,624	1,800
" 13	925,305	6,262,837	1,800
" 20	944,315	6,352,925	1,800
" 27	972,940	6,530,385	1,800
July 4	1,001,185	6,689,438	1,800
" 11	1,049,350	7,151,419	1,800
" 18	1,085,785	7,747,637	1,800
" 25	1,123,890	8,616,873	1,800
Aug. 1	1,168,180	9,654,030	1,800
" 8	1,209,155	10,523,372	1,800
" 15	1,249,755	11,246,034	1,800
" 22	1,296,050	11,851,700	1,800
" 29	1,345,330	12,277,519	1,800
Sept. 5	1,385,225	12,777,048	1,800
" 12	1,450,480	13,614,604	1,800
" 19	1,503,210	14,268,603	1,800
" 26	1,562,255	14,889,830	1,800
Oct. 3	1,618,375	15,497,708	1,800
" 10	1,679,700	15,900,629	1,800
" 17	1,719,530	16,380,927	1,800
" 24	1,777,540	16,860,681	1,800
" 31	1,833,535	17,510,540	1,800
Nov. 7	1,907,280	18,113,800	1,800
" 14	1,966,935	18,655,220	1,800
" 21	2,036,925	19,134,787	1,800
" 28	2,098,585	19,682,386	1,800
Dec. 5	2,145,680	20,380,813	1,800
" 12	2,196,615	21,008,356	1,800
" 19	2,251,200	21,632,063	1,800
" 26	2,289,920	22,275,976	1,800
" 31	2,340,635	22,998,800	1,800
By Wagon		535,000	
Grand Total	2,340,635	23,533,800	20

OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1903.

	Corn,	Oats,	Rye,	Barley,	Bran and Millfeed.		Corn Meal,	Cotton.		Hay—Tons.	
	bush.	bush.	bush.	bush.	Bags.	Cars	bbls.	Local.	Thron'	Local.	Thron.
	250,050	89,050	18,000	50,000	5,710	5	900	243	4,149	1,860	190
	937,000	517,000	48,000	201,000	35,810	16	5,425	1,537	37,015	5,980	1,770
	652,280	877,450	77,400	811,000	69,005	40	8,150	3,353	66,480	11,495	3,010
H. 559,625	1,363,430	181,400	417,000	109,510	56	14,170	4,735	94,476	17,745	4,805	
	546,215	1,926,400	177,800	519,000	155,610	61	19,270	6,611	119,348	22,985	6,590
	229,260	2,519,050	227,034	605,000	198,555	70	25,600	7,201	136,113	27,465	7,560
Chicago & Alton	018,270	3,017,800	257,634	678,000	234,890	81	34,335	8,292	169,806	32,350	8,930
Missouri Pacific	542,665	3,406,600	272,034	739,000	268,450	97	43,600	9,277	176,157	35,665	9,545
St. Louis and St.	227,270	4,018,150	290,034	812,000	315,420	126	54,980	9,884	198,171	39,010	10,865
Wabash R. R. (V.)	043,235	4,588,800	353,934	809,000	335,915	144	68,630	10,415	210,068	42,245	12,320
St. Louis, Kas. C.	955,045	5,262,050	402,705	977,000	384,075	164	79,445	10,654	228,896	46,145	12,940
Mo., Kansas & T.	561,180	5,963,630	468,905	1,082,000	428,730	175	85,415	11,029	238,646	49,490	13,865
St. Louis Southw.	061,935	6,695,430	546,705	1,072,000	452,360	190	96,925	11,443	248,032	53,605	15,675
St. L., Iron Mo.	572,515	7,132,970	594,661	1,055,000	470,980	203	101,593	11,545	256,288	59,760	16,880
St. L., I. M. & S.	975,605	7,765,180	607,261	1,129,000	490,498	216	108,995	12,572	266,826	65,470	18,225
Illinois Central	239,725	8,149,360	611,833	1,152,000	508,295	224	117,890	13,251	277,854	70,945	19,740
Louisville, Henr.	654,690	8,465,900	615,631	1,163,000	534,440	224	129,290	14,145	288,940	75,060	21,455
Louisville & Nas.	037,800	8,683,510	617,431	1,174,000	554,790	228	135,145	14,702	298,823	79,440	22,390
Mobile & Ohio	598,885	9,021,610	629,187	1,182,000	585,795	231	145,455	15,583	308,836	87,115	25,150
Southern Railway	044,445	9,441,660	640,837	1,194,000	615,035	236	151,895	16,020	308,780	91,917	26,860
Baltimore & Ohi.	483,525	9,746,155	640,887	1,199,000	643,880	249	159,345	16,278	313,661	95,816	28,055
Chicago & Alton	908,086	9,940,565	646,301	1,208,000	678,055	259	165,925	16,853	314,711	99,163	28,570
Cleveland, Cin.	267,235	10,197,865	646,301	1,213,000	706,680	277	170,100	17,075	317,239	103,788	29,395
Vandalia R. R.	362,475	10,225,165	646,525	1,213,000	716,260	277	170,105	17,215	318,929	104,058	29,505
Wabash R. R. (V.)	446,880	10,366,905	648,326	1,215,000	721,185	279	171,255	17,435	320,940	106,106	29,645
Toledo, St. Louis	724,580	10,825,010	652,151	1,222,000	738,295	283	178,075	17,537	321,096	109,791	30,015
Chicago, Peoria &	131,045	11,148,445	658,451	1,224,000	762,405	289	185,745	17,721	321,068	112,858	30,840
Chicago, B. & Q.	753,310	11,708,745	672,257	1,228,000	788,125	297	194,880	17,923	321,865	118,998	31,920
St. L., Keokuk &	160,805	12,103,910	678,705	1,230,000	816,005	302	200,165	18,169	322,359	122,898	32,715
St. Louis, Troy	514,920	12,428,425	701,205	1,230,000	837,430	306	207,805	18,281	323,508	127,073	33,775
Upper Mississipp	720,120	12,725,675	709,387	1,230,000	858,170	306	212,485	18,330	321,820	131,250	34,765
Lower "	884,360	12,960,775	716,596	1,230,000	886,805	313	216,300	18,947	325,157	135,541	36,430
Illinois	117,860	13,281,420	747,185	1,231,000	930,945	323	225,910	18,433	325,280	139,700	37,460
Missouri	350,460	13,654,120	769,686	1,231,000	983,485	335	231,160	18,600	325,343	145,184	38,345
Ohio, Cumb. & T.	615,215	13,928,220	779,731	1,232,000	1,037,765	345	236,510	18,755	325,545	150,469	39,655
By Wagon	876,780	14,169,140	790,531	1,232,000	1,082,805	358	239,840	19,008	325,565	155,069	40,655
	157,950	14,422,985	813,931	1,235,000	1,144,285	370	246,385	19,028	325,570	160,989	42,160
Total Receipt	627,785	14,721,895	831,031	1,244,200	1,200,335	383	251,335	19,116	325,695	165,764	42,795
	096,885	15,072,895	858,031	1,311,000	1,252,915	396	255,835	19,140	325,875	170,410	43,605
Flour manufact	337,410	15,879,725	923,731	1,488,000	1,881,200	414	268,420	19,534	329,413	180,818	45,555
In Store, Janua	574,250	16,391,255	956,131	1,598,000	1,432,465	426	274,075	20,222	333,885	186,200	46,795
	774,335	16,886,210	992,131	1,769,000	1,476,195	430	279,525	21,309	335,644	193,898	47,830
Total mover	029,025	17,301,710	1,016,431	1,868,000	1,514,890	432	283,065	22,929	341,616	203,801	49,260
	205,950	17,634,220	1,047,931	2,018,000	1,561,100	434	286,655	26,401	350,047	209,076	50,765
	367,600	17,953,780	1,093,892	2,154,000	1,601,635	449	291,340	30,217	377,143	212,709	51,915
	527,180	18,291,425	1,157,792	2,271,000	1,686,840	455	295,515	32,823	392,831	216,670	53,285
	635,120	18,626,280	1,191,992	2,355,000	1,696,815	462	298,640	35,838	402,804	219,801	53,715
	878,380	19,917,880	1,214,292	2,422,000	1,739,715	465	300,920	37,937	419,833	224,921	54,825
	052,980	19,218,930	1,252,292	2,490,119	1,759,230	469	302,870	39,737	446,441	229,351	56,025
	176,245	19,457,880	1,281,992	2,530,119	1,785,735	473	303,920	42,040	473,537	233,066	57,835
	334,645	19,781,880	1,301,792	2,583,119	1,801,170	476	304,920	43,166	498,039	236,181	58,205
	590,245	20,109,930	1,327,892	2,633,119	1,823,740	486	307,620	47,637	529,945	239,276	58,970
	400,000	300,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
	930,245	20,409,930	1,327,892	2,633,119	1,823,740	486	307,620	47,637	529,945	239,276	58,970

RECEIPTS OF LEADING A WEEK FOR TH

SHIPMEN

D.

Tb'co	Lead,	HOG PRODUCTS.			
		Bar'd Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
hhds.	Pigs.				
248	21,405		91,100	835,800	63,9
3,240	50,450		311,100	3,095,800	555,4
4,611	52,155	40	419,400	6,623,500	1,379,2
7,285	119,950	235	502,400	10,235,900	2,067,2
9,054	143,125	370	584,400	13,535,700	2,899,0
11,506	187,225	450	709,300	16,514,900	3,585,9
13,554	240,805	450	876,200	19,350,100	4,141,0
15,145	271,750	550	852,100	23,811,900	4,443,8
16,290	317,170	650	1,025,600	26,160,100	4,809,2
17,927	361,525	850	1,173,600	30,198,700	5,355,6
19,669	398,075	900	1,264,900	33,203,500	5,984,2
21,845	462,225	930	1,420,900	37,144,800	7,096,8
24,429	543,390	1,030	1,580,500	41,213,000	7,676,5
25,864	608,300	1,030	1,736,800	44,201,100	8,327,5
26,590	665,800	1,065	1,812,700	48,422,800	8,983,0
27,241	731,750	1,035	1,894,700	53,428,500	9,434,3
27,689	792,020	1,250	2,032,700	57,305,100	9,885,0
28,019	838,065	1,295	2,124,900	59,949,100	10,434,9
28,493	909,515	1,355	2,632,600	65,469,500	11,225,2
28,937	975,240	1,360	2,822,100	69,939,700	11,837,5
29,529	1,030,165	1,365	2,990,900	73,747,700	12,541,5
29,747	1,087,400	1,375	3,116,200	77,063,300	12,924,8
30,230	1,154,225	1,475	3,188,700	81,560,200	13,155,8
30,278	1,172,710	1,475	3,211,700	82,420,600	13,441,5
30,319	1,196,715	1,498	3,214,700	83,454,200	13,469,2
31,444	1,281,485	1,498	3,251,700	84,911,200	13,717,2
31,875	1,292,355	1,506	3,281,000	86,613,800	13,926,0
33,073	1,354,395	1,526	3,312,400	89,135,600	14,198,5
33,938	1,401,015	1,551	3,399,800	91,960,600	14,752,0
35,099	1,461,520	1,654	3,460,400	94,862,500	15,073,1
35,664	1,508,725	1,689	3,571,200	98,003,200	16,136,3
36,076	1,547,485	1,749	3,606,100	101,220,900	16,889,5
36,625	1,598,805	1,914	3,776,500	103,495,600	17,501,2
37,722	1,659,870	2,014	3,864,300	106,184,700	18,052,7
38,888	1,726,850	2,014	3,942,300	109,963,600	18,557,6
39,492	1,764,830	2,014	3,942,300	112,558,700	18,939,3
40,582	1,813,205	2,014	3,968,300	117,300,100	19,419,4
41,146	1,837,200	2,014	4,073,200	121,487,700	20,008,9
41,947	1,876,870	2,014	4,101,200	127,016,400	20,345,4
42,256	1,917,065	2,014	4,109,900	131,462,200	20,851,3
42,448	1,956,185	2,014	4,111,400	135,233,900	21,168,3
42,765	1,990,175	2,254	4,149,900	139,868,900	21,684,8
43,135	2,042,810	2,254	4,238,100	143,210,800	22,313,8
43,720	2,073,310	2,454	4,418,400	147,182,200	22,900,7
44,213	2,109,000	2,704	4,672,500	150,289,200	23,565,2
45,257	2,163,940	2,704	4,760,000	154,701,000	24,295,1
46,768	2,202,635	2,879	5,148,000	159,261,500	24,617,4
47,510	2,222,175	2,879	5,354,000	162,354,700	25,114,7
48,317	2,248,910	2,879	5,339,200	164,968,300	25,407,6
49,166	2,306,000	2,935	5,962,200	167,742,100	25,971,5
49,873	2,354,035	3,055	6,486,400	169,903,500	26,534,8
50,648	2,389,180	3,055	6,740,200	171,716,600	26,682,0
51,402	2,407,605	3,055	7,075,800	173,546,800	26,797,5
.....
51,402	2,407,605	3,055	7,075,800	173,546,800	26,797,5

1903.	Flour, in bbls.	Wheat st. l. bu.	Flour st. l. bu.
Jan. 2-3	18,070	18,070	18,070
" 10	77,965	77,965	77,965
" 17	127,130	127,130	127,130
" 24	178,110	178,110	178,110
" 31	284,791	284,791	284,791
Feb. 7	309,826	309,826	309,826
" 14	382,976	382,976	382,976
" 21	446,156	446,156	446,156
" 28	517,819	517,819	517,819
March 7	588,979	588,979	588,979
" 14	651,919	651,919	651,919
" 21	731,124	731,124	731,124
" 28	792,086	792,086	792,086
April 4	858,281	858,281	858,281
" 11	905,771	905,771	905,771
" 18	975,316	975,316	975,316
" 25	1,026,611	1,026,611	1,026,611
May 2	1,064,063	1,064,063	1,064,063
" 9	1,129,088	1,129,088	1,129,088
" 16	1,176,918	1,176,918	1,176,918
" 23	1,231,983	1,231,983	1,231,983
" 30	1,272,116	1,272,116	1,272,116
June 6	1,322,241	1,322,241	1,322,241
" 13	1,338,011	1,338,011	1,338,011
" 20	1,351,336	1,351,336	1,351,336
" 27	1,382,611	1,382,611	1,382,611
July 4	1,414,941	1,414,941	1,414,941
" 11	1,475,286	1,475,286	1,475,286
" 18	1,520,336	1,520,336	1,520,336
" 25	1,570,896	1,570,896	1,570,896
August 1	1,616,881	1,616,881	1,616,881
" 8	1,679,236	1,679,236	1,679,236
" 15	1,736,501	1,736,501	1,736,501
" 22	1,801,481	1,801,481	1,801,481
" 29	1,865,616	1,865,616	1,865,616
Sept. 5	1,925,987	1,925,987	1,925,987
" 12	2,018,502	2,018,502	2,018,502
" 19	2,088,262	2,088,262	2,088,262
" 26	2,170,617	2,170,617	2,170,617
Oct. 3	2,249,947	2,249,947	2,249,947
" 10	2,324,467	2,324,467	2,324,467
" 17	2,394,032	2,394,032	2,394,032
" 24	2,468,296	2,468,296	2,468,296
" 31	2,543,426	2,543,426	2,543,426
Nov. 7	2,606,126	2,606,126	2,606,126
" 14	2,673,729	2,673,729	2,673,729
" 21	2,759,459	2,759,459	2,759,459
" 28	2,826,614	2,826,614	2,826,614
Dec. 5	2,899,229	2,899,229	2,899,229
" 12	2,963,554	2,963,554	2,963,554
" 19	3,024,044	3,024,044	3,024,044
" 26	3,069,354	3,069,354	3,069,354
" 31	3,127,036	3,127,036	3,127,036
Total,	3,127,036	18,80	Total

TTs OF LEADING ARTICLES TO THE CLOSE OF EACH WEEK FOR THE YEAR 1903.

Heat, sh.	Corn, bush.	Oats, bush.	Rye, bush.	Bar- ley, bush.	Bran.		Corn Meal, bbis.	Cotton, bales.	Hay, tons.	
					Sacks.	Cars.				
5,280	222,030	114,100	7,450	1,810	7,610	2	1,120	13,102	545	
39,340	707,520	419,115	50,330	8,490	42,880	20	6,120	43,891	2,750	
35,150	1,225,615	726,960	66,270	11,665	66,340	39	12,905	66,126	4,875	
12,415	2,253,471	1,165,200	99,795	12,578	95,520	64	22,500	94,480	6,960	
39,315	8,475,368	1,665,873	138,207	17,648	122,135	86	29,626	115,163	10,230	
70,130	4,378,643	2,131,238	170,222	17,671	146,645	101	89,271	138,013	12,455	
Chicago & Missouri	31,025	5,532,178	2,598,343	219,152	17,674	181,230	108	52,491	169,969	15,050
St. Louis	35,550	6,147,218	2,967,938	233,732	18,824	207,010	123	61,226	188,019	17,545
Wabash R.	6,620	6,661,298	3,451,823	238,215	21,084	235,195	150	72,958	203,432	21,006
St. Louis, Mo., Kansas	7,645	7,387,774	3,988,653	273,980	27,154	268,260	168	82,363	219,364	23,583
St. Louis, Mo.	8,385	8,410,564	4,374,638	330,032	29,161	303,660	183	92,873	238,617	25,436
St. Louis, Mo.	3,325	9,036,790	4,831,008	358,557	29,161	348,941	212	104,373	255,898	28,210
St. Louis, Mo.	7,775	9,581,518	5,246,833	428,812	35,047	379,051	229	111,698	276,181	30,602
St. L., Iroquois	3,660	10,216,619	5,772,703	486,647	36,089	401,499	268	120,543	293,647	32,977
St. L., I. M.	1,005	10,678,434	6,088,178	532,882	42,809	422,624	291	125,968	306,736	34,763
Illinois	2,665	11,334,499	6,465,758	556,412	46,634	447,954	313	134,008	325,470	38,698
Louisville	9,915	11,636,519	6,856,313	573,657	53,142	477,829	332	143,163	340,515	42,159
Louisville	3,085	11,916,951	7,038,083	590,722	58,327	491,587	347	146,730	350,392	44,701
Mobile & Southern	6,249	12,514,716	7,379,908	602,175	62,419	523,387	391	155,520	362,385	49,582
Baltimore	36,111	13,016,441	7,597,563	621,630	64,332	544,337	408	161,810	369,929	53,558
Chicago & Cleveland	45,451	13,317,941	7,855,368	629,035	65,537	569,847	422	168,480	376,536	55,802
Chicago & Cleveland	46,911	13,557,508	8,103,883	633,130	65,537	595,298	438	178,641	384,628	58,306
Cleveland	30,176	13,905,708	8,339,988	686,975	72,737	624,358	451	184,336	391,769	60,156
Vandalia	38,156	14,128,938	8,451,523	687,075	72,737	631,643	453	186,911	392,582	60,738
Wabash R.	5,726	14,210,343	8,502,108	687,075	72,737	633,026	453	192,256	393,933	61,168
Toledo, St. L.	19,526	14,314,973	8,621,988	637,825	72,737	638,783	455	198,461	395,393	62,006
Chicago, Pe.	7,216	14,464,457	8,717,918	639,395	72,737	653,368	460	203,261	397,933	63,365
Chicago, B.	0,731	14,561,596	9,090,243	641,495	72,737	687,138	467	212,496	400,367	65,725
St. L., Keokuk	8,301	15,235,085	9,413,628	646,375	72,737	707,243	477	218,101	400,765	67,329
St. Louis, Mo.	3,554	15,643,580	9,711,573	661,222	72,737	734,488	485	223,556	401,757	69,778
Upper Mississippi	8,639	15,855,646	9,945,783	673,812	72,737	761,948	497	227,881	402,603	72,076
Lower Mississippi	30,439	16,051,200	10,165,743	675,467	72,817	789,823	500	231,981	403,397	74,359
Illinois	30,279	16,239,550	10,372,273	679,652	72,932	817,370	510	235,936	404,736	76,224
Missouri	4,824	16,448,945	10,539,528	704,342	73,150	851,470	519	239,081	404,898	77,825
Ohio, Cumber	6,354	16,645,935	10,632,763	719,417	74,584	869,380	525	242,406	405,091	79,756
By Wagon	4,689	16,920,490	10,837,128	733,592	74,831	944,535	530	245,611	405,417	81,470
Total	1,419	17,249,835	11,050,073	749,438	76,302	1,000,075	542	248,576	405,585	83,353
Flour man	7,624	17,560,485	11,202,333	763,623	76,743	1,054,370	549	254,201	405,759	85,184
In Store, J.	4,944	17,899,590	11,351,323	788,328	82,028	1,125,125	556	259,426	406,002	86,868
Flour man	3,124	18,256,940	11,524,788	800,660	82,235	1,182,035	562	264,506	406,711	88,557
In Store, J.	8,234	18,575,065	11,759,988	819,370	82,445	1,259,535	570	270,246	407,803	90,312
Total	2,519	18,920,560	12,015,253	841,225	82,610	1,330,630	577	275,846	410,382	92,413
Flour man	9,005	19,196,845	12,233,133	878,465	90,325	1,398,980	586	279,641	412,960	94,948
In Store, J.	1,450	19,468,041	12,435,913	897,265	98,613	1,463,743	589	283,041	416,166	97,329
Total	9,060	19,613,826	12,683,218	922,650	119,138	1,527,885	591	288,276	422,165	99,234
Flour man	1,500	19,750,866	12,828,098	944,860	134,768	1,605,110	598	292,031	437,498	101,111
In Store, J.	7,160	19,856,721	12,979,773	964,765	164,998	1,671,740	603	296,346	454,908	104,225
Total	9,980	19,993,081	13,121,743	994,510	171,088	1,728,770	613	299,431	469,330	105,920
Flour man	7,580	20,154,541	13,315,958	1,012,105	195,448	1,798,325	622	303,151	487,479	107,544
In Store, J.	4,070	20,315,331	13,489,268	1,029,975	234,183	1,866,155	638	307,471	521,675	109,361
Total	8,000	20,431,631	13,666,823	1,053,285	251,133	1,918,410	646	311,191	550,050	111,001
Flour man	1,070	20,509,531	13,834,168	1,068,983	267,368	1,951,915	657	313,281	565,124	112,446
In Store, J.	3,761	20,639,651	14,079,148	1,086,416	298,095	1,981,593	690	316,181	583,064	114,441
Total	5,761	20,639,651	14,079,148	1,086,416	298,095	1,981,593	690	316,181	583,064	114,441

SHIPMENTS OF LEADING ARTICLES WEEK FOR THE YEAR

D:

Tobacco. Hds.	Lead. Pigs.	HOG PRODUCTS.				V
		Pork. Bbbs.	Hams. Lbs.	Meat. Lbs.	Lard. Lbs.	
5	7,450	40	376,200	1,126,500	325,100	2
20	43,683	125	1,339,700	5,112,100	1,967,600	5
31	75,189	430	2,053,000	10,732,500	3,412,100	1,0
48	117,860	650	2,785,000	16,810,000	5,380,400	1,2
61	174,210	1,941	3,927,800	22,524,100	6,874,890	1,5
100	222,060	2,063	5,130,500	28,026,300	8,408,340	1,6
139	262,965	2,183	6,650,600	33,851,000	10,003,740	1,8
191	342,115	2,378	8,224,170	40,212,600	11,428,740	2,0
205	412,815	2,468	9,662,470	46,283,300	12,812,440	2,2
337	477,405	2,658	10,975,170	52,607,700	14,336,040	2,4
413	540,490	2,708	12,233,370	58,579,680	15,682,840	2,6
442	597,290	2,746	13,046,070	64,317,580	16,883,290	2,8
473	636,395	2,786	13,861,970	70,745,080	18,356,340	3,0
496	684,780	2,821	14,565,970	76,521,480	19,778,540	3,2
609	717,150	2,871	15,142,270	81,582,180	20,822,390	3,4
643	769,915	2,959	16,519,270	88,033,580	22,107,390	3,6
662	811,345	3,054	17,675,070	92,130,080	23,771,540	3,8
692	838,530	3,082	18,462,770	95,465,680	25,056,820	4,0
734	900,540	3,222	21,410,520	101,757,580	26,862,120	4,2
825	967,520	3,237	22,979,420	106,347,780	28,231,220	4,4
997	1,027,645	3,267	24,985,520	112,285,080	29,720,120	4,6
1,001	1,075,591	3,324	27,370,105	117,605,480	30,917,040	4,8
1,001	1,107,871	3,337	29,466,405	121,877,080	33,082,640	5,0
1,001	1,111,881	3,377	30,343,055	124,242,680	33,821,690	5,2
1,001	1,113,981	3,392	30,546,755	126,307,780	34,421,440	5,4
1,001	1,130,491	3,397	31,527,415	130,644,580	35,327,840	5,6
1,001	1,155,131	3,402	32,129,565	133,695,280	36,076,260	5,8
1,028	1,177,271	3,427	33,454,565	138,866,980	37,746,660	6,0
1,028	1,196,666	3,437	34,598,235	142,351,780	38,989,260	6,2
1,028	1,232,951	3,437	35,708,065	145,831,280	40,641,060	6,4
1,074	1,272,066	3,457	36,667,045	149,812,670	41,990,770	6,6
1,083	1,301,031	3,472	37,885,795	154,018,270	43,271,070	6,8
1,169	1,338,421	3,484	39,211,460	158,143,535	44,644,760	7,0
1,195	1,380,931	3,564	40,372,010	161,287,985	46,151,160	7,2
1,195	1,414,506	3,564	41,270,560	165,438,285	47,079,860	7,4
1,195	1,449,081	3,569	42,224,760	168,752,235	48,415,370	7,6
1,195	1,466,941	3,584	43,314,280	175,239,835	50,002,320	7,8
1,195	1,496,366	3,614	44,532,360	180,738,835	52,718,020	8,0
1,239	1,534,781	3,773	45,626,060	187,610,535	54,979,720	8,2
1,239	1,555,251	3,802	46,712,625	193,219,435	56,832,620	8,4
1,264	1,584,121	3,872	48,080,275	199,122,635	58,820,870	8,6
1,279	1,612,816	3,872	49,462,675	204,630,615	60,764,170	8,8
1,408	1,630,241	3,937	50,962,875	209,791,415	62,743,520	9,0
1,414	1,630,829	4,042	53,120,175	215,049,515	64,172,520	9,2
1,414	1,726,509	4,233	54,775,975	217,902,215	66,367,170	9,4
1,427	1,749,589	4,238	56,426,175	221,567,015	67,843,770	9,6
1,427	1,788,574	4,238	57,654,675	226,964,215	70,106,470	9,8
1,441	1,813,019	4,248	58,632,375	231,599,515	71,585,170	10,0
1,441	1,836,744	4,258	59,773,475	235,647,915	73,194,570	10,2
1,441	1,883,639	4,267	60,985,975	239,786,065	74,626,520	10,4
1,479	1,930,239	4,277	61,838,375	243,782,665	76,466,920	10,6
1,500	1,944,224	4,277	62,454,875	246,749,665	77,663,620	10,8
1,509	1,979,554	4,282	63,349,475	250,037,115	79,065,870	11,0
1,509	1,979,554	4,282	63,349,475	250,037,115	79,065,870	11,2

Central B
East St. L
Advance..
Union.....
Venice....
Merchants
Mississippi
Burlington
Rogers....
McReynol

Total, Jan

" "
" "
" "
" "
" "
" "
" "
" "
" "
" "
" "

Hezel Mill
St. Louis V
Montgome
John Dow
Exchange
Geo. P. Pl
Kehlor F
Gratiot St
P. P. Will
Purina M
Wabash E
W. D. Jud
J. B. Buss
H. W. Beck
H. W. Beck
C. H. Albe
F. W. Goel
A. Miller
Missouri R
Clark Bro
Bartlett C

Tot

PUBLIC ELEVATORS.

DESIGNATION.	Capacity for Bulk Grain.	Additional Capacity for Packages.
St. Louis	1,000,000 bush.	165,000 sacks.
St. Louis	600,000 "	"
St. Louis	600,000 "	"
St. Louis	1,000,000 "	"
St. Louis	600,000 "	"
St. Louis	400,000 "	"
St. Louis Valley	1,500,000 "	"
St. Louis	1,800,000 "	"
St. Louis	500,000 "	"
St. Louis, C.	1,000,000 "	"
St. Louis, 1st, 1904	8,500,000 bush.	..... sacks.
Chicago	7,500,000 "	"
Missouri	7,000,000 "	165,000 "
St. Louis	8,700,000 "	285,000 "
Wabash	8,700,000 "	285,000 "
St. Louis	9,100,000 "	365,000 "
St. Louis	9,500,000 "	365,000 "
St. Louis	10,950,000 "	365,000 "
St. Louis	12,550,000 "	365,000 "
St. Louis	12,100,000 "	365,000 "
St. Louis	11,550,000 "	365,000 "
Illinois	11,800,000 "	365,000 "
Louisiana	11,800,000 "	365,000 "
Louisiana	11,800,000 "	365,000 "
Mobile	11,800,000 "	365,000 "

PRIVATE ELEVATORS.

OWNER.	Name.	Capacity. Bush.	LOCATED.
Lowering Co.	Hezel	60,000	East St. Louis, Ill.
Illinois	Victoria	260,000	Main and Mound sts.
Missouri	Wentgomery E.	175,000	East St. Louis, Ill.
Ohio	Brooklyn st.	20,000	Brooklyn and Main sts.
By W. Grain Elevator	Exchange	125,000	602 Theresa ave.
Ant Milling Co.	Plant's	250,000	Main st. & Chouteau ave.
Tour Mills Co.	Kehlor	150,000	East St. Louis, Ill.
reet Warehouse Co.	Mound City	50,000	Branch and First sts.
Flour	Belt	150,000	East St. Louis, Ill.
In St. Louis Co.	Purina	75,000	Eighth & Gratiot sts.
levator Co.	Wabash	40,000	Second and Biddle sts.
.....	Columbia	50,000	East St. Louis, Ill.
.....	Russ	80,000	7552 N. Broadway.
.....	Beck	40,000	Twentieth and Pine sts.
.....	Beck	40,000	5701 Manchester ave.
.....	Terminal	100,000	Denverside, Ill.
ce & Co.	Gocke	360,000	Levee and Sidney st.
Grain & Elevator Co.	Miller	80,000	Theresa ave. & Mo. Pac. trk.
orage & Supply Co.	Mo. Forage	80,000	426 South Theresa ave.
.....	Clark	90,000	East St. Louis, Ill.
ommission Co.	Eureka	200,000	East St. Louis, Ill.
al capacity .....	.....	2,485,000	.....

RATES OF STORAGE ADOPTED BY ST. LOUIS PUBLIC ELEVATORS TO APPLY DURING 1904.

On Wheat, Corn and Rye, 1 cent per bushel for first ten days or part thereof, and $\frac{3}{8}$ of 1 cent per bushel, for each additional ten days or part thereof.

On Oats, $\frac{1}{2}$ of 1 cent per bushel for first ten days, or part thereof, and no charge for special bin, and $\frac{3}{8}$ of 1 cent per bushel for each subsequent ten days or part thereof.

On Barley, 1 cent per bushel for first thirty days, or part thereof, and 1 cent per bushel for each subsequent thirty days, or part thereof.

Special bin, $\frac{1}{2}$ of 1 cent per bushel, except Oats.

Dumping sacks from river $\frac{1}{2}$ of 1 cent per bushel.

Dumping sacks from rail $\frac{1}{2}$ of 1 cent per bushel.

Sack charges from river on Corn, Wheat and Rye, $2\frac{1}{2}$ cents per sack for the first five days, and 1 cent per sack for each subsequent ten days or part thereof.

Oats from river, 4 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Wheat, Corn and Rye from rail, 3 cents per sack for first five days, and 1 cent per sack for each subsequent ten days, or part thereof.

Oats, from rail, 5 cents per sack for first ten days, and 1 cent per sack for each subsequent ten days, or part thereof.

FEES FOR INSPECTING AND WEIGHING GRAIN, ADOPTED BY THE MISSOURI STATE INSPECTION DEPARTMENT, AND IN FORCE JANUARY 1, 1904.

Inspection and Weighing on arrival at Public Warehouse..50 cents per car.
Inspection and Weighing out of Public Warehouse.....50 cents per car.
Inspection at places other than a Public Warehouse..50 cents per car.
Inspection and Weighing into Public Warehouse from Boat,
Barge or Wagon.....50 cents per 1,000 bushels.
Inspection and Weighing out of Public Warehouse into Boat,
Barge or Wagon.....50 cents per 1,000 bushels.
Inspection and Weighing Grain in sacks..... $\frac{1}{4}$ of one cent per sack.
Reinspection of Grain from Bins in Public Warehouses..45 cts. per 1,000 bu.
On all Grain inspected at places other than a Public Warehouse and
unloaded at a Public Warehouse after the expiration of five [5] days from
date of first inspection, there will be an additional fee of 50 cents per car.

FEES ADOPTED BY ILLINOIS STATE INSPECTION DEPARTMENT AND IN FORCE JANUARY 1, 1904.

FOR IN-INSPECTION.—50 cents per car load; 15 cents per wagon or cart load; 50 cents per 1,000 bushels from boats; $\frac{1}{4}$ cent per bag.

FOR OUT-INSPECTION.—50 cents per 1,000 bushels to vessels; 50 cents per car load to teams; 15 cents per wagon load.

FOR WEIGHING.—15 cents per car load in; 15 cents per car load out; 15 cents per 1,000 bushels to boats; $\frac{1}{4}$ of a cent per sack.

FLOUR.

The Flour trade of the year 1903 was very satisfactory, both as to quantity handled and the results of the business. While the amount manufactured was slightly less than for the previous year, the receipts were greater, making the amount handled nearly the same. The largest supply was via the Western and Northwestern roads. The shipments were equivalent to 3,127,096 barrels, of which 800,105 were exported via the Atlantic seaboard and 576,736 via the Gulf ports. Next to England, Cuba was the largest purchaser, taking 173,115 barrels, while 45,124 went to Porto Rico, and 18,149 to Central and South America. For home consumption the larger portion, as usual, went to the South, amounting to 1,732,688 barrels, more than three times as much as went to the Eastward. Much the larger portion of the shipments was in bags of various sizes, but the movement is given in barrels for comparisons.

Most of the Flour manufactured after harvest was from hard wheat, the price being relatively lower than soft, enabling the millers and dealers to better compete with other milling points. Hard wheat Flour is now competing successfully with spring wheat brands, and while not equal to the soft wheat Flour, for which St. Louis is famous, is being blended with the soft Flour and accepted by the trade, for the time being, on account of the lower value.

The soft red winter wheat Flours were quoted during the year at \$3.35 to \$4.40 per barrel for patents, \$3.00 to \$4.00 for extra fancy, and \$3.70 to \$3.60 for clears. The stock held in store during the year ranged from 88,000 to 71,000 barrels, being at the close 52,240 barrels.

FLOUR MANUFACTURED IN ST. LOUIS FOR THREE YEARS.

MILLERS.	Name of Mill.	Capacity in Bbls. for 24 hours.	Barrels Manuf. 1903.	Barrels Manuf. 1902.	Barrels Manuf. 1901.
Geo. P. Plant Milling Co.....	Plant's Roller A	2,500	854,955	877,794	842,497
Kehler Flour Mills Co.....	Kehler.....	3,000	281,900	284,500	880,987
Regina Flour Mills Co.....	Regina.....	1,000	.....	54,271	66,296
Victoria Flour Mill Co.....	Victoria.....	1,200	108,900	102,000	180,375
Hezel Milling Co.....	East St. Louis..	500	106,700	112,018	118,949
Saxony Mill Co.....	Saxony.....	900	96,728	118,060	111,749
Seessinghaus Milling Co.....	Jefferson.....	500	108,333	112,969	107,943
H. B. Eggers & Co.....	Meramec.....	500	85,400	98,480	101,500
Carondelet Milling Co.....	Carondelet.....	200	22,400	23,400	24,630
J. B. Buss.....	Buss.....	825	.....	45,018	70,066
Total.....	.....	10,625	1,112,316	1,522,581	1,506,284

FLOUR MANUFACTURED BY MILLS OUTSIDE OF THE CITY OF ST. LOUIS
BUT OWNED OR THE PRODUCT CONTROLLED BY CITI-
ZENS OF ST. LOUIS, MEMBERS OF THE
MERCHANTS' EXCHANGE.

OWNER.	Name.	Location.	Capacity in bbls. per 24 hours.	Manufac- tured 1903.
Kehler Flour Mills Co.....	Rex	Kansas City.....	5,000	512,200
E. O. Stanard Milling Co.....	Alton City.....	Alton, Ill.....	2,000	450,159
E. O. Stanard Milling Co....	Empire.....	Dallas, Tex.....	1,200	221,981
Camp Spring Mills Co.....	Camp Spring...	Nashville, Ill...	1,000	192,000
John F. Meyer & Sons.....	Queen City	Springfield, Mo..	600	144,057
Mar. Bernheimer M. & M. Co	Banner Mills...	Clinton, Mo.....	600	100,000
Jno. F. Meyer & Sons.....	Model.....	Springfield, Mo..	.....	87,602
Hunter Bros. Milling Co....	Farmers'.....	Edwardsville, Ill	600	20,000
Regina Flour Mill Co.....	Regina	Washington, Mo..	400	185,900
Bernet, Craft & Kauffman Milling Co.....	President.....	Mt. Carmel, Ill..	1,000	110,000
Bernet, Craft & Kauffman Milling Co.....	Palmyra	Palmyra, Mo....	150	30,000
Bernet, Craft & Kauffman Milling Co.....	Mt. Olive	Mt. Olive, Ill....	400	60,000
Total.....	.....	.....	.....	2,068,869

**RECEIPTS AND MANUFACTURES OF FLOUR FOR FORTY YEARS, AND
SHIPMENTS FOR A SERIES OF YEARS.**

Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.	Year.	Receipts. Bbls.	Manufact. Bbls.	Shipments. Bbls.
1864	815,144	782,560	.....	1884	1,456,153	1,960,737	3,014,105
1865	1,161,038	743,281	1,521,465	1885	1,032,508	1,841,529	2,551,499
1866	1,208,726	818,300	1,700,740	1886	848,417	1,807,956	2,243,961
1867	944,075	765,298	1,450,475	1887	1,049,864	1,985,717	2,594,881
1868	805,836	895,154	1,499,337	1888	887,173	2,016,619	2,682,405
1869	1,210,555	1,068,592	2,172,761	1889	1,168,603	2,066,442	2,859,389
1870	1,491,626	1,351,773	1,790,739	1890	1,229,975	1,872,005	2,880,324
1871	1,428,408	1,507,915	2,676,525	1891	1,353,640	1,748,190	2,767,906
1872	1,359,933	1,494,798	2,247,040	1892	1,455,842	1,623,371	2,318,738
1873	1,296,457	1,420,287	2,506,215	1893	1,171,025	1,669,048	2,044,727
1874	1,683,898	1,573,202	2,981,760	1894	1,261,309	1,656,645	2,168,388
1875	1,300,381	1,484,821	2,480,877	1895	1,018,344	1,740,026	2,145,659
1876	1,071,434	1,441,944	2,217,578	1896	1,348,601	1,833,986	1,946,081
1877	1,157,932	1,517,921	2,295,657	1897	1,329,050	1,080,916	1,618,683
1878	1,305,336	1,916,290	2,670,740	1898	1,358,088	1,054,875	1,584,112
1879	1,607,236	2,142,949	3,045,035	1899	1,514,315	1,166,439	2,027,631
1880	1,703,874	2,077,025	3,292,803	1900	1,869,070	1,346,059	2,535,206
1881	1,620,996	1,718,429	2,696,245	1901	2,170,548	1,505,234	2,961,563
1882	2,003,424	1,850,215	3,305,765	1902	2,217,685	1,822,580	2,684,451
1883	1,585,670	1,892,633	2,761,182	1903	2,340,695	1,112,816	3,127,096

STOCK OF FLOUR IN STORE DEC. 31st, FOR TWENTY YEARS.

Year.	Bbls.	Year.	Bbls.
1908	52,240	1898	60,015
1907	56,540	1899	137,737
1901	60,732	1891	70,180
1900	64,808	1890	87,400
1899	75,067	1889	96,790
1898	78,828	1888	90,670
1897	55,586	1887	124,300
1896	82,296	1886	119,450
1895	75,686	1885	114,680
1894	68,227	1884	100,006

MONTHLY STOCK OF FLOUR IN STORE FOR THREE YEARS.

Month.	1908. bbls.	1907. bbls.	1901. bbls.	• Month.	1908. bbls.	1907. bbls.	1901. bbls.
January 1st.....	71,408	60,782	64,808	July 1st.....	87,980	40,060	46,956
February 1st.....	54,678	57,265	60,150	August 1st.....	45,700	37,181	48,466
March 1st.....	44,900	56,500	60,668	September 1st.....	52,480	33,700	33,800
April 1st.....	89,968	60,588	57,896	October 1st.....	48,870	28,962	56,278
May 1st.....	89,525	50,960	59,715	November 1st.....	61,800	51,821	59,025
June 1st.....	40,100	50,555	63,700	December 1st.....	52,874	56,540	62,854

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1908.	1902.	Months.	1908.	1902.
January.....	160,785	178,286	January.....	284,781	211,780
February.....	171,505	140,845	February.....	288,028	184,515
March.....	195,825	199,370	March.....	298,992	184,215
April.....	169,010	157,445	April.....	242,405	182,982
May.....	185,530	156,220	May.....	214,900	159,200
June.....	106,970	180,080	June.....	128,120	212,408
July.....	167,645	177,890	July.....	218,850	192,978
August.....	200,515	186,575	August.....	208,915	260,575
September.....	284,185	192,585	September.....	338,155	245,485
October.....	241,625	212,135	October.....	332,770	249,565
November.....	276,190	218,085	November.....	249,975	280,285
December.....	280,970	228,670	December.....	284,535	301,655
Total bbls.....	2,840,695	2,217,685	Total bbls.....	3,127,096	2,684,451

RECEIPTS OF FLOUR BY CROP YEAR.

Year ending June 30, '87,	1,006,443	bbls.	Year ending June 30, '96,	1,119,681	bbls.
" " 30, '88,	964,021	"	" " 30, '97,	1,378,771	"
" " 30, '89,	921,266	"	" " 30, '98,	1,361,885	"
" " 30, '90,	1,340,817	"	" " 30, '99,	1,340,843	"
" " 30, '91,	1,237,546	"	" " 30, 1900,	1,943,175	"
" " 30, '92,	1,431,990	"	" " 30, 1901,	2,029,625	"
" " 30, '93,	1,597,406	"	" " 30, 1902,	2,208,813	"
" " 30, '94,	1,148,435	"	" " 30, 1903,	2,200,520	"
" " 30, '95,	1,119,866	"			

SOURCES OF SUPPLY, AND DIRECTION OF SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
By	1908.	1902.	Direction.	1908.	1902.
Eastern Railroads.....	407,720	536,842	Direct for export, via		
Illinois River.....		475	Atlantic ports.....	800,105	805,295
Western Railroads.....	1,274,585	1,278,870	Direct for export, via		
Southern Railroads.....	143,820	55,680	Gulf ports.....	576,796	
Lower River Boats.....	8,989	10,335	To Eastern points.....	463,770	551,811
Northern Railroads....	483,973	531,620	Southern points.....	1,789,668	1,174,809
Upper River Boats....	14,705	9,278	Western points.....	87,487	49,247
Missouri River Boats..	2,910	80	Northern points....	9,330	4,879
Total bbls.....	2,840,695	2,217,685	Total bbls.....	3,127,096	2,684,451

EXPORTS OF FLOUR FROM THE UNITED STATES.

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington.

FROM	1900. Bbls.	1901. Bbls.	1902. Bbls.	1903. Bbls.
New York.....	4,487,806	4,092,711	4,149,129	4,281,064
Boston and Charlestown	1,606,175	1,496,163	901,825	787,044
Philadelphia	2,174,567	2,237,527	2,521,791	2,664,177
Baltimore	3,003,787	3,324,953	3,074,335	3,489,618
New Orleans.....	373,306	688,222	612,220	1,374,344
San Francisco.....	1,130,145	1,091,790	1,080,376	750,419
Chicago.....		13,675	36,393	7,304
Duluth and Superior.....	296,488	337,977	520,585	632,176
Portland.....			129,020	174,796
Puget Sound.....	1,194,197	1,185,470	1,630,555	1,998,341
Portsmouth and Norfolk.....	412,736	478,529	173,676	153,626
Willamette.....	833,610	643,326	691,471	1,037,636
New Port News.....	2,209,502	2,757,839	1,954,483	1,044,044
Galveston.....	191,463	143,673	145,075	588,516
Mobile.....	212,128	290,909	261,813	266,695
Other Points.....	502,089	569,626	105,714	332,691
Total.....	18,632,509	19,352,330	17,998,531	19,554,141

RECEIPTS OF FLOUR AT VARIOUS CITIES.

	1900. Bbls.	1901. Bbls.	1902. Bbls.	1903. Bbls.
St. Louis.....	1,869,070	2,170,548	2,217,635	2,340,695
New York.....	6,895,487	6,863,242	6,893,734	7,636,333
Boston.....	2,594,858	2,477,072	1,945,758	1,868,743
Baltimore.....	3,941,288	3,862,432	3,757,255	4,395,959
Cincinnati.....	2,561,977	3,031,743	2,408,058	1,553,704
Milwaukee.....	3,012,625	2,919,300	3,681,400	3,807,995
Minneapolis.....	223,102	240,779	243,241	291,651
Toledo.....	1,195,364	680,416	700,000	625,000
Buffalo.....	11,463,079	11,053,439	12,028,616	11,243,027
Chicago.....	9,313,591	10,232,235	7,395,207	7,780,237
Philadelphia.....	3,712,177	3,485,022	4,213,907	3,882,434
New Orleans.....	647,796	535,371	551,145	523,471
Detroit.....	285,500	337,550	373,300	292,301
Peoria.....	837,170	940,197	1,017,620	826,305
San Francisco.....	1,221,443	1,675,007	1,743,553	1,366,976
Montreal.....	833,182	1,031,825	1,043,016	1,313,497
Duluth and Superior.....	4,519,540	4,785,300	6,807,765	755,740
Cleveland.....	1,132,720	1,060,350	851,430	812,969
Indianapolis.....	220,330	246,065	325,043	1,306,096
Tacoma.....			415,230	
Galveston.....			270,104	680,047

AMOUNT OF FLOUR MANUFACTURED IN VARIOUS CITIES.

	1908. Bbls.	1902. Bbls.	1901. Bbls.	1900. Bbls.
Minneapolis	15,581,805	16,260,105	15,921,680	15,082,725
St. Louis	1,112,316	1,822,530	1,505,234	1,346,059
Baltimore	350,378	384,758	349,735	316,940
Philadelphia	612,800	600,000	536,000	551,000
Milwaukee	1,443,420	1,755,051	1,939,968	1,866,501
Buffalo	990,103	965,662	895,050	932,573
Toledo	1,308,000	1,600,000	.....	1,092,000
Detroit	570,000	313,000	563,400	626,000
Chicago	838,878	1,262,224	1,280,000	1,274,776
Duluth and Superior	1,178,695	1,809,620	860,605	345,460
Kansas City	1,535,460	1,298,359	1,430,634	1,291,634
Peoria	90,000	107,000	112,000	150,000
Cincinnati	431,067	416,293	416,805	356,718
Cleveland	175,000	.....	130,000	190,000
Indianapolis	519,845	665,614	596,504	489,491
Nashville, Tenn	714,769	938,376	877,481	261,068
Galveston	195,000	172,240	200,000	.....

FLOUR INSPECTION.

Report of Flour Inspected by the Merchants' Exchange Flour Inspectors.

	1908. Bbls.	1902. Bbls.	1901. Bbls.	1900. Bbls.
January	8,464	10,648	14,190	16,557
February	8,930	11,065	11,463	16,608
March	11,163	9,027	17,147	18,870
April	10,958	9,228	14,672	17,827
May	10,294	8,134	12,659	15,950
June	8,007	8,090	14,201	13,461
July	13,506	8,917	9,810	13,331
August	11,745	12,014	15,446	16,494
September	8,845	10,547	11,340	11,943
October	12,087	13,662	13,465	14,425
November	11,188	14,503	16,085	14,368
December	9,416	9,840	8,800	14,304
Total bbls	124,603	134,875	159,578	184,143

AUGUST RUMP, Inspector.

STOCK OF FLOUR (in bbls.) IN VARIOUS CITIES ON THE FIRST DAY OF EACH MONTH DURING 1903.

CITIES.	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.
Philadelphia.....	137,009	170,000	180,000	176,000	165,000	125,000	90,000	75,000	55,000	75,000	80,000	125,000
New York.....	84,000	69,500	59,100	79,700	77,200	57,400	78,200	50,000	71,100	90,400	95,800	78,200
Chicago.....	38,400	40,800	37,235	37,900	29,600	48,800	49,100	50,000	28,000	23,700	22,500	87,900
St. Louis.....	71,406	54,673	44,900	89,960	89,525	40,100	87,980	45,700	32,460	45,370	61,800	52,874
Toledo.....	4,000	5,000	5,500	4,000	4,000	5,000	5,000	4,000	3,000	4,000	5,000	8,000
Baltimore.....	4,000	48,000	45,000	49,000	42,000	42,000	40,000	37,000	89,000	89,000	48,000	42,000
Detroit.....	12,000	8,000	8,000	5,000	6,000	6,000	6,000	6,000	6,000	7,000	11,000	12,000
Boston.....	94,909	85,437	77,559	71,845	70,579	64,775	62,802	61,808	68,696	64,580	68,134	62,458
Milwaukee.....	47,400	89,500	98,500	126,600	97,160	74,960	70,000	65,000	98,700	98,700	107,645	151,500
Duluth.....	52,000	28,000	52,000	136,000	847,000	285,000	290,000	215,000	202,000	224,000	229,000	140,000
Totals, bbls.....	589,185	548,780	610,254	784,545	877,914	747,025	698,182	609,009	574,886	672,708	729,179	732,912

FOREIGN SHIPMENTS OF FLOUR FROM ST. LOUIS VIA ATLANTIC AND GULF SEAPORTS DURING 1901, 1902 AND 1903, ON THROUGH BILLS OF LADING.

DESTINATION.	1903. Barrels.	1902. Barrels.	1901. Barrels.	DESTINATION.	1903. Barrels.	1902. Barrels.	1901. Barrels.	TOTALS.—Barrels.	
England.....	262,242	211,027	319,333	Sweden.....	5,720	4,102	6,580	1903.....	876,841
Germany.....	24,006	31,752	52,951	Turkey.....	12,088	6,451	3,299	1902.....	905,205
Scotland.....	112,757	156,856	172,272	Newfoundland.....	1,500	2,757	450	1901.....	1,180,921
Ireland.....	22,198	46,213	93,255	Canada.....	52,028	69,848	136,526	1900.....	1,051,951
Denmark.....	13,267	7,521	5,890	Seaboard for Export.....	173,115	171,479	181,318	1899.....	743,878
Norway.....	34,008	21,575	26,867	Cuba.....	5,989	11,165	4,172	1898.....	603,998
Holland.....	63,459	98,656	125,420	Italy.....	5,989	8,145	11,250	1897.....	406,569
Belgium.....	17,632	29,059	24,652	Central America.....	12,460	8,145	5,904	1896.....	374,521
Spain.....	1,214	400	4,519	South America.....	45,124	8,700	925	1895.....	898,217
France.....	285	15,411	8,707	Porto Rico.....	1,465	1,613	280	1894.....	634,993
Finland.....	15,324	600	8,707	South Africa.....	575	575	280	1893.....	637,750
Portugal.....	600	15,411	8,707	West Indies.....	275	275	275	1892.....	649,385
South Wales.....	350	15,411	8,707	Russia.....	911	911	911		
North Wales.....	300	15,411	8,707	Nova Scotia.....					
Mexico.....	300	15,411	8,707						

**WEEKLY PRICES OF ST. LOUIS WINTER WHEAT FLOUR
PER BARREL FOR 1903.**

1903.		Patents.	Extra Fancy.	Clear.	Low to Medium.
January	8.....	3.35@3.50	3.05@3.20	2.70@2.85	2.20@2.40
"	10.....	3.35 3.50	3.00 3.25	2.70 2.85	2.20 2.40
"	17.....	3.35 3.50	3.00 3.25	2.70 2.85	2.20 2.40
"	24.....	3.40 3.55	3.10 3.30	2.75 2.90	2.20 2.40
"	31.....	3.40 3.55	3.00 3.25	2.75 2.90	2.20 2.40
February	7.....	3.40 3.55	3.00 3.25	2.75 2.90	2.20 2.40
"	14.....	3.40 3.55	3.00 3.25	2.75 2.90	2.20 2.40
"	21.....	3.40 3.55	3.05 3.25	2.75 2.90	2.20 2.40
"	28.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
March	7.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
"	14.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
"	21.....	3.35 3.50	3.00 3.25	2.75 2.90	2.10 2.25
"	28.....	3.35 3.50	3.00 3.25	2.75 2.90	2.00 2.15
April	4.....	3.35 3.50	3.00 3.25	2.75 2.90	2.00 2.15
"	11.....	3.35 3.50	3.00 3.25	2.75 2.90	2.00 2.15
"	18.....	3.35 3.50	3.05 3.25	2.75 2.90	2.00 2.15
"	25.....	3.35 3.50	3.05 3.25	2.75 2.90	2.00 2.15
May	2.....	3.35 3.50	3.05 3.25	2.75 2.90	2.00 2.15
"	9.....	3.40 3.55	3.10 3.30	2.75 2.90	2.00 2.15
"	16.....	3.45 3.60	3.15 3.35	2.75 3.00	2.10 2.25
"	23.....	3.50 3.65	3.20 3.40	2.90 3.10	2.10 2.40
"	30.....	3.50 3.65	3.20 3.40	2.90 3.10	2.10 2.40
June	6.....	3.75 3.85	3.35 3.50	3.10 3.20	2.80 2.90
"	13.....	3.75 3.85	3.35 3.50	3.10 3.20	2.80 2.90
"	20.....	3.80 3.90	3.40 3.60	3.15 3.25	2.80 2.90
"	27.....	3.85 4.00	3.50 3.65	3.15 3.30	2.85 2.90
July	4.....	3.90 4.10	3.60 3.85	3.25 3.40	2.90 2.90
"	11.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.80
"	18.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.80
"	25.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.80
August	1.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.80
"	8.....	3.85 4.00	3.50 3.75	3.15 3.35	2.15 2.80
"	15.....	4.00 4.15	3.60 3.85	3.20 3.40	2.25 2.50
"	22.....	3.95 4.15	3.60 3.85	3.20 3.40	2.25 2.50
"	29.....	3.95 4.15	3.60 3.85	3.20 3.40	2.25 2.50
September	5.....	4.00 4.15	3.60 3.85	3.25 3.40	2.35 2.60
"	12.....	4.00 4.15	3.60 3.85	3.25 3.40	2.35 2.60
"	19.....	4.00 4.15	3.60 3.85	3.25 3.40	2.35 2.60
"	26.....	3.90 4.10	3.60 3.85	3.15 3.40	2.35 2.90
October	3.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	10.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	17.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	24.....	4.00 4.20	3.65 3.85	3.15 3.40	2.35 2.90
"	31.....	4.10 4.25	3.90 4.00	3.25 3.50	2.35 2.90
November	7.....	4.10 4.25	3.90 4.00	3.25 3.50	2.35 2.90
"	14.....	4.10 4.25	3.90 4.00	3.25 3.50	2.35 2.90
"	21.....	4.10 4.25	3.75 3.85	3.25 3.50	2.35 2.90
"	28.....	4.10 4.25	3.75 3.85	3.25 3.50	2.35 2.90
December	5.....	4.20 4.35	3.85 3.95	3.30 3.60	2.35 2.90
"	12.....	4.25 4.40	3.85 3.95	3.30 3.60	2.35 2.90
"	19.....	4.25 4.40	3.85 3.95	3.30 3.60	2.35 2.90
"	26.....	4.25 4.40	3.85 3.95	3.30 3.60	2.35 2.90

GRAIN.

The grain crops of 1903 while up to the average yield, fell short of the phenomenal crops of 1902, aggregating in the coarse grains 3,807,317,766 bushels as compared with 4,345,138,647 bushels the previous year.

The acreage production and value as given by the department of agriculture was as follows:

CROPS.	ACREAGE.	PRODUCTION.	Average yield per Acre.	FARM VALUE.
	Acres.	Bushels.	Bushels.	
Winter Wheat.....	52,510,510	899,967,260	12.8	\$286,242,849
Spring Wheat.....	16,964,457	237,964,565	14.0	156,781,977
Corn.....	88,091,998	2,244,176,925	25.5	952,869,801
Oats.....	27,638,126	784,094,199	28.4	267,661,665
Rye.....	1,906,894	29,863,416	15.4	16,993,871
Barley.....	4,996,187	181,861,891	26.4	60,166,313

The yield per acre in bushels for 1902 was Winter wheat 14.4, Spring wheat 14.7, Corn 26.8, Oats 34.5, Rye 17.0 and Barley 29.0.

The yield as compared with previous years was as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1903.....	687,821,885	2,224,176,925	784,094,199	29,863,416	181,861,891	3,907,817,766
1902.....	665,068,008	2,828,648,812	987,842,712	33,680,592	184,964,026	4,345,138,647
1901.....	748,460,218	1,622,519,891	786,808,724	80,844,830	109,982,924	3,148,066,587
1900.....	523,229,506	2,106,102,516	809,126,989	28,996,927	64,925,833	3,519,879,770
1899.....	547,806,846	2,078,143,938	796,177,718	28,961,741	78,381,663	3,518,968,796
1898.....	675,148,706	1,994,154,660	780,906,645	26,657,522	55,792,267	3,411,689,787
1897.....	580,149,168	1,902,967,983	698,767,809	27,868,324	66,686,127	3,225,933,361

Farm values for several years compare as follows:

	1900.	1901.	1902.	1903.
Corn.....	\$761,220,084	\$921,555,768	\$1,017,017,349	\$952,869,801
Wheat.....	323,515,177	467,850,166	422,224,117	443,024,826
Oats.....	208,069,233	293,658,777	308,584,862	267,661,665
Rye.....	12,266,417	16,909,742	17,080,798	15,993,871
Barley.....	24,075,371	49,706,163	61,896,634	60,166,313
Hay.....	445,588,870	506,191,539	542,036,864	556,376,880
Potatoes.....	90,811,167	143,979,470	184,111,436	151,683,490

It will be noticed that corn is the most valuable product of agriculture and that hay and wheat are the next.

The exports of grain from the United States for the past three years compare as follows:

YEAR.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.	TOTAL. Bushels.
1903.....	73,872,255	91,782,790	1,494,867	2,738,806	9,799,605	179,158,397
1902.....	129,466,290	18,725,960	5,976,708	4,653,264	8,712,874	167,786,081
1901.....	179,201,418	102,359,069	25,929,048	2,617,570	8,696,110	318,778,235
1900.....	99,079,158	191,896,439	32,188,242	1,996,785	12,819,162	336,964,681
1899.....	109,685,161	206,135,233	41,086,123	4,868,840	16,949,846	378,657,702

The grain business of St. Louis was fairly satisfactory, the aggregate amount handled being nearly as great as for the previous year. Receipts were curtailed to a considerable extent during June and July by reason of the flood which practically suspended rail transportation for the time being, and by the destruction of the wheat crop in the bottoms below the city. St. Louis stands third in amount of grain handled at primary markets.

Receipts for the past five years compare as follows:

RECEIPTS.

	1903.	1902.	1901.	1900.	1899.
Wheat, bushels.....	23,533,800	30,667,212	20,860,805	19,738,610	10,428,163
Corn, "	20,990,245	16,024,715	20,834,080	25,612,410	23,844,475
Oats, "	20,409,930	20,570,245	15,728,130	13,257,925	12,006,835
Rye, "	1,337,892	940,396	696,810	475,955	454,790
Barley "	2,633,119	2,234,504	1,939,993	2,011,560	1,409,744
Total, bushels....	68,894,965	70,487,072	60,049,798	61,144,805	48,243,787

Including flour reduced to wheat, the receipts would be as follows:

	Bushels.		Bushels.		Bushels.
1903.....	79,428,113	1897.....	63,581,964	1891.....	63,835,754
1902.....	80,416,654	1896.....	57,203,249	1890.....	77,795,322
1901.....	69,817,294	1895.....	37,410,330	1889.....	63,466,596
1900.....	69,556,619	1894.....	51,646,405	1888.....	51,105,121
1899.....	55,058,154	1893.....	66,848,796	1887.....	43,848,562
1898.....	60,384,008	1892.....	80,548,136	1886.....	42,918,900

The relative position of the ten principal primary receiving points is shown by the following table:

RECEIPTS OF GRAIN FOR FOUR YEARS.

	1902—bush.	1902—bush.	1901—bush.	1900—bush.
Chicago.....	240,547,173	185,785,374	245,207,663	307,723,135
St. Louis.....	68,894,966	70,487,072	60,049,798	61,144,804
Minneapolis.....	124,562,810	112,889,660	114,617,400	105,713,590
Peoria.....	34,855,870	34,776,815	6,609,466	32,588,600
Kansas City.....	61,749,000	48,869,000	46,768,900	46,638,250
Milwaukee.....	33,168,305	33,896,177	33,710,800	41,046,130
Toledo.....	25,099,618	26,491,302	26,324,836	41,840,418
Duluth and Superior ...	41,387,622	49,807,816	51,317,696	40,869,596
Detroit.....	12,589,904	12,323,840	12,887,116	11,003,717
Cincinnati.....	20,581,882	20,122,612	26,667,371	26,385,323

WHEAT.

The wheat crop in the territory tributary to St. Louis was a short one. St. Louis is the recognized market for Red Winter wheat. A partial failure of the soft wheat crop is more severely felt in this than in every other market. Usually the receipts are heaviest in July and August. In 1902 the amount received during these months was

12,287,469 bushels, in 1901 9,424,389 bushels, while during 1903 only 2,754,920 bushels came in. The almost total destruction of the crop in the bottom lands below St. Louis by the overflow in June cut off a very important source of supply.

Receipts were as usual largest from the West and Northwest, although in the later months a considerable amount was received from east of the river.

Inspections for the past two years show the relative amount of each grade received as follows:

Wheat.	1902—Cars.	1901—Cars.
Red Winter	25,819	17,965
Hard Winter	4,740	6,083
White Winter	97	20
Mixed	220	646
Spring	580	717
Total	31,456	25,381

The shipments of wheat aggregated 18,806,761 bushels; of this amount, 1,724,220 bushels went by river to New Orleans for export and 876,085 by rail to Atlantic and Gulf ports for foreign account. The largest amount, 14,867,060, was distributed by rail to Southern and Southeastern points, 1,797,932 bushels going to Eastern points on milling demand.

Values for No. 2 Red ranged at 70c and 76c from January to end of May, reaching 84 in latter part of June, closing in August at 85, ranging from 84 to 91 in September, October and November, and closing in December at 92 cents.

Receipts of wheat at the principal primary markets for the past three years compare as follows:

	1902—Bu.	1901—Bu.	1900—Bu.
Minneapolis	86,040,070	88,762,120	90,838,570
Chicago	27,124,585	37,940,958	51,197,870
Kansas City	38,322,000	24,018,400	26,952,804
Duluth and Superior	29,091,142	42,406,923	47,000,965
St. Louis	23,533,800	30,667,212	20,880,895
Milwaukee	9,031,615	9,428,200	18,060,850
Toledo	5,729,513	13,100,280	8,216,205

The crop of the surplus wheat States for the three years were as follows

	1902—Bu.	1901—Bu.	1900—Bu.
Kansas	87,249,557	45,827,495	99,079,304
Minnesota	70,652,597	79,752,404	80,102,627
Nebraska	42,157,560	52,736,451	42,006,885
Iowa	12,531,804	14,869,245	21,048,101
South Dakota	47,252,994	43,973,038	51,662,307
Missouri	22,194,614	56,263,494	31,137,097
Illinois	16,571,940	32,601,932	30,052,058
Wisconsin	8,865,855	9,655,094	7,576,874
North Dakota	55,240,580	62,872,241	59,310,669

The average yield per acre in 1903 was 12.9 bushels for the whole crop, winter being 12.3 and spring 14.0. In Kansas the yield was 14.0 for winter and 17.01 for spring. In Nebraska 16.4 for winter and 12.6 for spring. In Iowa 15.9 for winter and 12.1 for spring. In Missouri 8.7 and in Illinois 8.4.

The average yield per acre in 1902 was 14.5 bushels for the whole crop. Winter being 14.4 and spring 14.7. In Kansas the yield was 10.4, in Nebraska 23.2, in Iowa 17.5, in Missouri 19.9 and in Illinois 17.9.

CORN.

The amount of this important cereal handled in this market during the year was 20,990,245 bushels, an increase over 1902 of practically five million bushels. This was from the phenomenal crop of 1902, the largest ever produced. The receipts from the West and Northwest furnished the bulk of the receipts, with decreased amounts from east of the river.

Of the shipments 1,568,820 bushels went to Atlantic and Gulf ports for export, as did 1,025,221 bushels via river to New Orleans.

The South took the greater part of the offerings, 15,925,302 bushels going by rail and 172,308 by river for consumption.

The market opened in January at 40@41c for No. 2, reaching 45c the first of March, ranged from 40@42½c in April, closing in May at 46@46½c, touched 55c in June, was quoted at 48@51c during July, August and September, and at 42@43c in October and November, closing in December at 43@45c.

Receipts at the principal primary markets were as follows:

RECEIPTS OF CORN.

	1903. Bushels.	1902. Bushels.	1901. Bushels.	1900. Bushels.
Chicago	98,545,534	50,822,907	84,136,637	124,663,456
St. Louis	20,990,245	16,024,715	20,834,060	25,618,410
Peoria	21,034,970	18,276,649	19,004,566	18,595,900
Kansas City	16,282,800	16,092,900	13,488,860	8,334,250
Toledo	12,882,902	5,950,791	10,969,528	24,823,879
Detroit	3,793,308	2,069,587	3,266,974	3,878,984
Milwaukee	2,308,500	2,701,220	3,425,300	5,780,400
Cincinnati	10,453,486	7,910,048	11,568,425	14,420,798
Indianapolis	7,233,750	6,599,520	5,698,050	7,498,200

The crops of the corn surplus States for three years, as reported by the Department of Agriculture, are as follows:

	1903—Bush.	1902—Bush.	1901—Bush.
Ohio	83,095,757	121,608,512	80,313,302
Indiana	142,580,886	171,833,141	87,753,541
Illinois	264,087,431	372,433,416	193,025,713
Iowa	229,218,220	297,693,016	230,264,550
Missouri	202,839,584	264,233,605	66,436,376
Kansas	171,687,014	222,805,621	61,506,034
Nebraska	172,379,532	252,520,173	109,141,840
Total	1,270,888,424	1,702,621,485	833,441,366

OATS.

The amount of oats handled was 20,409,993 bushels, about the same as in the previous year, although the crop was considerably less. The largest receipts were by the North and Northwestern roads and the next by the roads east of the river.

Practically none were exported, the bulk of the offerings going to the South for consumption, 6,095,251 bushels being taken for home consumption.

Values of No. 2 ranged from 34 to 37 cents up to June 1, when the price advanced to 37@43c, weakening in August as low as 32½c, reaching 39c in September and ranging from 36@38c for the balance of the year.

The Oat crops of the Western States for four years compare as follows:

	1908. bush.	1902. bush.	1901. bush.	1900. bush.
Iowa	84,133,944	124,638,337	122,804,564	130,572,128
Minnesota	68,909,174	83,369,697	65,734,027	41,907,046
Wisconsin	72,688,846	95,087,810	66,647,381	61,971,552
Illinois	98,525,762	153,450,423	112,581,908	123,642,894
Indiana	29,457,705	43,565,685	39,633,022	44,866,035
Ohio	30,752,419	46,409,791	35,217,378	40,340,534
Missouri	17,401,783	27,816,165	10,197,746	24,995,373
Kansas	28,011,753	31,532,128	17,332,410	43,063,943

RYE.

The Rye crop of 1903 was 29,363,416 bushels. Receipts at St. Louis were 1,327,892 bushels, the major part coming by rail from the West. Prices of No. 2 ranged from 47 cents to 52 cents during the first six months, 52 to 53 cents in August and September, and from 52 to 55 cents the balance of the year.

BARLEY.

Receipts for Barley were 2,633,119 bushels, a considerable increase over previous years, practically all of which was taken by home brewers and malsters.

AMOUNT OF BEER MANUFACTURED IN ST. LOUIS.

1890.....	1,856,883 bbls., or	58,498,114 galls.
1891.....	1,810,812 "	56,135,172 "
1892.....	1,961,449 "	60,814,919 "
1893.....	2,092,903 "	64,879,993 "
1894.....	1,981,666 "	59,881,846 "
1895.....	1,963,069 "	60,822,844 "
1896.....	2,198,785 "	68,007,358 "
1897.....	2,124,507 "	65,859,744 "
1898.....	2,040,158 "	63,204,898 "
1899.....	2,100,411 "	65,112,741 "
1900.....	2,283,603 "	70,791,693 "
1901.....	2,517,755 "	78,060,402 "
1902.....	2,707,508 "	83,982,748 "
1903.....	2,804,208 "	86,930,448 "

MONTHLY RECEIPTS OF FLOUR AND GRAIN FOR 1903.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	160,785	1,844,129	8,540,215	1,926,400	177,800	519,000
February	171,505	1,941,822	2,681,055	2,091,759	121,784	298,000
March	195,825	1,026,685	8,027,445	2,817,980	269,271	271,000
April	169,010	1,242,656	1,655,440	1,786,140	49,126	90,000
May	185,520	944,206	1,997,980	1,909,985	28,670	85,000
June	106,970	526,620	1,096,210	1,694,490	12,150	16,000
July	167,646	2,856,982	1,719,725	1,690,190	49,186	6,000
August	200,515	2,986,196	1,035,186	1,811,165	74,844	2,000
September	264,185	2,785,520	1,205,945	1,896,805	67,800	119,000
October	241,625	4,428,627	1,034,865	2,006,665	146,700	517,000
November	276,190	2,818,896	726,796	1,402,870	176,461	496,000
December	280,970	8,174,665	834,425	1,405,350	185,000	270,119
By Wagon		585,000	400,000	800,000	.....	.....
Total	2,840,695	26,536,900	20,980,245	20,406,960	1,827,892	2,638,119

MONTHLY SHIPMENTS OF FLOUR AND GRAIN FOR 1903.

MONTHS.	Flour. Bbls.	Wheat. Bush.	Corn. Bush.	Oats. Bush.	Rye. Bush.	Barley. Bush.
January	264,791	1,689,812	8,475,868	1,965,878	188,207	17,650
February	258,026	1,877,805	8,185,980	1,785,450	100,006	3,436
March	296,962	1,896,768	8,228,667	2,006,190	202,468	14,110
April	242,406	2,702,796	1,952,863	1,646,106	145,547	22,022
May	214,900	1,890,719	1,685,260	1,109,465	46,906	8,520
June	126,120	878,106	829,480	567,006	6,552	7,228
July	218,850	1,168,546	1,462,178	1,232,500	84,545	.....
August	260,915	1,268,867	846,866	888,240	48,151	1,915
September	885,155	1,762,224	1,499,150	759,740	75,191	7,052
October	832,770	2,127,278	1,812,880	1,001,545	99,695	16,285
November	289,075	1,244,269	543,015	661,080	101,174	76,585
December	264,596	1,851,042	628,596	922,042	87,977	117,948
Total	8,127,096	18,906,761	20,639,651	14,079,148	1,066,416	298,036

TOTAL RECEIPTS AND SHIPMENTS OF GRAIN, INCLUDING FLOUR REDUCED TO WHEAT, FOR TWENTY-ONE YEARS.

	Receipts.	Shipments.
1883	51,963,494	57,692,949
1884	52,776,532	41,227,580
1885	52,579,425	38,683,580
1886	42,912,900	37,690,878
1887	48,748,663	36,003,222
1888	51,196,121	33,402,167
1889	68,406,596	56,232,700
1890	77,796,283	66,156,187
1891	68,835,754	51,260,819
1892	80,548,156	53,545,976
1893	66,848,786	51,487,600
1894	51,646,406	36,170,487
1895	37,410,330	29,339,368
1896	57,208,249	41,200,512
1897	63,581,264	46,967,028
1898	60,384,606	52,722,679
1899	55,058,154	41,028,583
1900	69,555,619	54,608,499
1901	69,817,264	59,152,871
1902	80,416,654	60,684,266
1903	79,428,118	68,977,006

Since 1882, Flour is reduced to wheat at four and one-half bushels to the barrel, previous to 1882 at five bushels.

RECEIPTS AND SHIPMENTS OF GRAIN FOR A SERIES OF YEARS.

YEAR.	Wheat, bush.		Corn, bushels.		Oats, bushels.		Rye, bushels.		Barley, bush.	
	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.	Receipts.	Shipm'ts.
1878	14,826,431	6,900,908	9,008,726	6,398,719	8,998,376	1,798,801	845,983	757,631	1,517,399	944,799
1879	17,092,399	7,308,076	13,360,686	8,311,005	5,009,165	2,541,095	713,788	433,780	1,881,007	980,433
1880	21,092,375	11,313,979	23,398,077	17,571,393	6,907,078	2,541,818	468,765	376,041	2,961,968	185,113
1881	13,948,571	6,931,683	31,399,310	15,390,190	5,395,050	2,323,858	468,769	304,761	2,411,728	187,064
1882	20,774,987	12,446,060	14,541,595	9,576,975	8,518,516	4,110,011	408,707	344,570	1,818,968	185,945
1883	20,001,405	6,490,785	20,001,405	15,198,949	6,458,757	3,047,559	583,370	388,357	2,860,798	180,900
1884	16,899,977	7,177,968	19,607,825	16,538,259	7,086,951	3,082,360	583,370	700,595	2,693,941	180,940
1885	19,309,977	7,523,009	26,114,738	20,481,416	7,383,529	3,690,529	798,798	638,540	3,017,862	210,749
1886	19,309,977	7,523,009	26,114,738	20,481,416	7,383,529	3,690,529	447,843	387,015	2,593,781	315,577
1887	19,309,977	7,523,009	26,114,738	20,481,416	7,383,529	3,690,529	588,736	476,353	2,953,192	301,887
1888	18,510,168	6,288,935	16,576,896	15,541,173	9,708,545	5,780,729	617,353	476,353	3,044,961	824,083
1889	18,510,168	6,288,935	16,576,896	15,541,173	9,708,545	5,780,729	617,353	476,353	3,044,961	824,083
1890	18,510,168	6,288,935	16,576,896	15,541,173	9,708,545	5,780,729	617,353	476,353	3,044,961	824,083
1891	17,720,774	5,831,141	20,599,499	15,904,769	11,847,340	6,008,377	679,364	589,073	3,070,807	280,156
1892	17,720,774	5,831,141	20,599,499	15,904,769	11,847,340	6,008,377	679,364	589,073	3,070,807	280,156
1893	35,953,153	14,977,215	31,530,940	14,981,008	12,539,956	7,779,858	1,011,054	467,390	3,764,890	178,648
1894	27,493,959	14,599,949	33,004,080	20,896,766	10,604,810	4,973,923	1,149,450	689,409	3,106,546	185,568
1895	10,053,243	7,585,684	33,009,416	20,855,437	10,036,395	4,984,376	583,799	1,083,374	3,961,949	185,568
1896	8,140,173	5,146,945	18,163,883	13,163,883	10,198,005	5,209,006	140,385	190,038	1,966,748	184,413
1897	7,478,113	5,779,938	6,981,269	6,981,269	10,496,190	4,698,374	244,891	179,938	2,088,438	78,471
1898	6,650,373	24,753,445	20,045,730	20,045,730	11,491,510	4,698,374	244,891	179,938	2,088,438	78,471
1899	7,660,694	21,077,440	35,811,631	35,811,631	12,472,880	5,368,387	295,890	247,239	1,981,611	108,694
1900	11,026,785	27,266,763	27,869,091	27,869,091	10,725,890	6,978,364	717,707	670,072	1,903,911	52,585
1901	18,286,168	4,908,437	23,444,476	20,241,928	12,608,986	6,184,585	484,790	491,643	1,409,476	77,672
1902	17,478,866	25,615,410	22,082,785	18,267,926	7,688,708	10,511,305	476,868	481,778	2,011,600	121,460
1903	17,478,866	25,615,410	22,082,785	18,267,926	7,688,708	10,511,305	476,868	481,778	2,011,600	121,460
1904	20,867,912	17,019,500	20,864,000	17,719,556	15,798,190	11,597,389	940,896	930,505	1,989,968	92,201
1905	20,867,912	22,276,507	20,864,000	18,698,459	20,864,000	15,798,190	940,896	930,505	2,284,504	65,417
1906	24,565,900	18,906,761	20,980,245	20,980,551	30,403,980	14,070,146	1,577,690	1,098,416	3,668,119	268,086

STOCKS IN STORE AT THE CLOSE OF EACH YEAR, IN PUBLIC ELEVATORS AND PRIVATE HANDS.

Year.	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.	Year.	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
1884	2,692,340	615,745	57,008	57,057	75,071	1884	7,245,975	1,765,975	750,356	4,459	84,418
1885	2,676,049	577,909	57,008	57,057	75,071	1885	7,245,975	1,765,975	750,356	4,459	84,418
1886	2,676,049	577,909	57,008	57,057	75,071	1886	7,245,975	1,765,975	750,356	4,459	84,418
1887	2,676,049	577,909	57,008	57,057	75,071	1887	7,245,975	1,765,975	750,356	4,459	84,418
1888	2,676,049	577,909	57,008	57,057	75,071	1888	7,245,975	1,765,975	750,356	4,459	84,418
1889	2,676,049	577,909	57,008	57,057	75,071	1889	7,245,975	1,765,975	750,356	4,459	84,418
1890	2,676,049	577,909	57,008	57,057	75,071	1890	7,245,975	1,765,975	750,356	4,459	84,418
1891	2,676,049	577,909	57,008	57,057	75,071	1891	7,245,975	1,765,975	750,356	4,459	84,418
1892	2,676,049	577,909	57,008	57,057	75,071	1892	7,245,975	1,765,975	750,356	4,459	84,418
1893	2,676,049	577,909	57,008	57,057	75,071	1893	7,245,975	1,765,975	750,356	4,459	84,418
1894	2,676,049	577,909	57,008	57,057	75,071	1894	7,245,975	1,765,975	750,356	4,459	84,418
1895	2,676,049	577,909	57,008	57,057	75,071	1895	7,245,975	1,765,975	750,356	4,459	84,418
1896	2,676,049	577,909	57,008	57,057	75,071	1896	7,245,975	1,765,975	750,356	4,459	84,418
1897	2,676,049	577,909	57,008	57,057	75,071	1897	7,245,975	1,765,975	750,356	4,459	84,418
1898	2,676,049	577,909	57,008	57,057	75,071	1898	7,245,975	1,765,975	750,356	4,459	84,418
1899	2,676,049	577,909	57,008	57,057	75,071	1899	7,245,975	1,765,975	750,356	4,459	84,418
1900	2,676,049	577,909	57,008	57,057	75,071	1900	7,245,975	1,765,975	750,356	4,459	84,418
1901	2,676,049	577,909	57,008	57,057	75,071	1901	7,245,975	1,765,975	750,356	4,459	84,418
1902	2,676,049	577,909	57,008	57,057	75,071	1902	7,245,975	1,765,975	750,356	4,459	84,418
1903	2,676,049	577,909	57,008	57,057	75,071	1903	7,245,975	1,765,975	750,356	4,459	84,418
1904	2,676,049	577,909	57,008	57,057	75,071	1904	7,245,975	1,765,975	750,356	4,459	84,418
1905	2,676,049	577,909	57,008	57,057	75,071	1905	7,245,975	1,765,975	750,356	4,459	84,418
1906	2,676,049	577,909	57,008	57,057	75,071	1906	7,245,975	1,765,975	750,356	4,459	84,418
1907	2,676,049	577,909	57,008	57,057	75,071	1907	7,245,975	1,765,975	750,356	4,459	84,418
1908	2,676,049	577,909	57,008	57,057	75,071	1908	7,245,975	1,765,975	750,356	4,459	84,418
1909	2,676,049	577,909	57,008	57,057	75,071	1909	7,245,975	1,765,975	750,356	4,459	84,418
1910	2,676,049	577,909	57,008	57,057	75,071	1910	7,245,975	1,765,975	750,356	4,459	84,418
1911	2,676,049	577,909	57,008	57,057	75,071	1911	7,245,975	1,765,975	750,356	4,459	84,418
1912	2,676,049	577,909	57,008	57,057	75,071	1912	7,245,975	1,765,975	750,356	4,459	84,418
1913	2,676,049	577,909	57,008	57,057	75,071	1913	7,245,975	1,765,975	750,356	4,459	84,418
1914	2,676,049	577,909	57,008	57,057	75,071	1914	7,245,975	1,765,975	750,356	4,459	84,418
1915	2,676,049	577,909	57,008	57,057	75,071	1915	7,245,975	1,765,975	750,356	4,459	84,418
1916	2,676,049	577,909	57,008	57,057	75,071	1916	7,245,975	1,765,975	750,356	4,459	84,418
1917	2,676,049	577,909	57,008	57,057	75,071	1917	7,245,975	1,765,975	750,356	4,459	84,418
1918	2,676,049	577,909	57,008	57,057	75,071	1918	7,245,975	1,765,975	750,356	4,459	84,418
1919	2,676,049	577,909	57,008	57,057	75,071	1919	7,245,975	1,765,975	750,356	4,459	84,418
1920	2,676,049	577,909	57,008	57,057	75,071	1920	7,245,975	1,765,975	750,356	4,459	84,418
1921	2,676,049	577,909	57,008	57,057	75,071	1921	7,245,975	1,765,975	750,356	4,459	84,418
1922	2,676,049	577,909	57,008	57,057	75,071	1922	7,245,975	1,765,975	750,356	4,459	84,418
1923	2,676,049	577,909	57,008	57,057	75,071	1923	7,245,975	1,765,975	750,356	4,459	84,418
1924	2,676,049	577,909	57,008	57,057	75,071	1924	7,245,975	1,765,975	750,356	4,459	84,418
1925	2,676,049	577,909	57,008	57,057	75,071	1925	7,245,975	1,765,975	750,356	4,459	84,418
1926	2,676,049	577,909	57,008	57,057	75,071	1926	7,245,975	1,765,975	750,356	4,459	84,418
1927	2,676,049	577,909	57,008	57,057	75,071	1927	7,245,975	1,765,975	750,356	4,459	84,418
1928	2,676,049	577,909	57,008	57,057	75,071	1928	7,245,975	1,765,975	750,356	4,459	84,418
1929	2,676,049	577,909	57,008	57,057	75,071	1929	7,245,975	1,765,975	750,356	4,459	84,418
1930	2,676,049	577,909	57,008	57,057	75,071	1930	7,245,975	1,765,975	750,356	4,459	84,418
1931	2,676,049	577,909	57,008	57,057	75,071	1931	7,245,975	1,765,975	750,356	4,459	84,418
1932	2,676,049	577,909	57,008	57,057	75,071	1932	7,245,975	1,765,975	750,356	4,459	84,418
1933	2,676,049	577,909	57,008	57,057	75,071	1933	7,245,975	1,765,975	750,356	4,459	84,418
1934	2,676,049	577,909	57,008	57,057	75,071	1934	7,245,975	1,765,975	750,356	4,459	84,418
1935	2,676,049	577,909	57,008	57,057	75,071	1935	7,245,975	1,765,975	750,356	4,459	84,418
1936	2,676,049	577,909	57,008	57,057	75,071	1936	7,245,975	1,765,975	750,356	4,459	84,418
1937	2,676,049	577,909	57,008	57,057	75,071	1937	7,245,975	1,765,975	750,356	4,459	84,418
1938	2,676,049	577,909	57,008	57,057	75,071	1938	7,245,975	1,765,975	750,356	4,459	84,418
1939	2,676,049	577,909	57,008	57,057	75,071	1939	7,245,975	1,765,975	750,356	4,459	84,418
1940	2,676,049	577,909	57,008	57,057	75,071	1940	7,245,975	1,765,975	750,356	4,459	84,418
1941	2,676,049	577,909	57,008	57,057	75,071	1941	7,245,975	1,765,975	750,356	4,459	84,418
1942	2,676,049	577,909	57,008	57,057	75,071	1942	7,245,975	1,765,975	750,356	4,459	84,418
1943	2,676,049	577,909	57,008	57,057	75,071	1943	7,245,975	1,765,975	750,356	4,459	84,418
1944	2,676,049	577,909	57,008	57,057	75,071	1944	7,245,975	1,765,975	750,356	4,459	84,418
1945	2,676,049	577,909	57,008	57,057	75,071	1945	7,245,975	1,765,975	750,356	4,459	84,418
1946	2,676,049	577,909	57,008	57,057	75,071	1946	7,245,975	1,765,975	750,356	4,459	84,418
1947	2,676,049	577,909	57,008	57,057	75,071	1947	7,245,975	1,765,975	750,356	4,459	84,418
1948	2,676,049	577,909	57,008	57,057	75,071	1948	7,245,975	1,765,975	750,356	4,459	84,418
1949	2,676,049	577,909	57,008	57,057	75,071	1949	7,245,975	1,765,975	750,356	4,459	84,418
1950	2,676,049	577,909	57,008	57,057	75,071	1950	7,245,975	1,765,975	750,356	4,459	84,418
1951	2,676,049	577,909	57,008	57,057	75,071	1951	7,245,975	1,765,975	750,356	4,459	84,418
1952	2,676,049	577,909	57,008	57,057	75,071	1952	7,245,975	1,765,975	750,356	4,459	84,418
1953	2,676,049	577,909	57,008	57,057	75,071	1953	7,245,975	1,765,975	750,356	4,459	84,418
1954	2,676,049	577,909	57,008	57,057	75,071	1954	7,245,975	1,765,975	750,356	4,459	84,418
1955	2,676,049	577,909	57,008	57,057	75,071	1955	7,245,975	1,765,975	750,356	4,459	84,418
1956	2,676,049	577,909	57,008	57,057	75,071	1956	7,245,975	1,765,975	750,356	4,459	84,418
1957	2,676,049	577,909	57,008	57,057	75,071	1957	7,245,975	1,765,975	750,356	4,459	84,418
1958	2,676,049	577,909	57,008	57,057	75,071	1958	7,245,975	1,765,975	750,356	4,459	84,418
1959	2,676,049	577,909	57,008	57,057	75,071	1959	7,245,975	1,765,975	750,356	4,459	84,418
1960	2,676,049	577,909	57,008	57,057	75,071	1960	7,245,975	1,765,975	750,356	4,459	84,418
1961	2,676,049	577,909	57,008	57,057	75,071	1961	7,245,975	1,765,975	750,356	4,459	84,418
1962	2,676,049	577,909	57,008	57,057	75,071	1962	7,245,975	1,765,975	750,356	4,459	84,418
1963	2,676,049	577,909	57,008	57,057	75,071	1963	7,245,975	1,765,975	750,356	4,459	84,418
1964	2,676,049	577,909	57,008	57,057	75,071	1964	7,245,975	1,765,975	750,356	4,459	84,418
1965	2,676,049	577,909	57,008	57,057	75,071	1965	7,245,975	1,765,975	750,356	4,459	84,418
1966	2,676,049	577,909	57,008	57,057	75,071	1966	7,245,975	1,765,975	750,356	4,459	84,418
1967	2,676,049	577,909	57,008	57,057	75,071	1967	7,245,975	1,765,975	750,356	4,459	84,418
1968	2,676,049	577,909	57,008	57,057	75,071	1968	7,245,975	1,765,975	750,356	4,459	84,418
1969	2,676,049	577,909	57,008	57,057	75,071	1969	7,245,975	1,765,975	750,356	4,459	84,418
1970	2,676,049	577,909	57,008	57,057	75,071						

WHEAT.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1903.	Months.	1902.	1903.
January	443,690	1,844,129	January	1,607,901	1,689,812
February	473,638	1,041,822	February	1,204,197	1,877,805
March	814,175	1,026,535	March	844,939	1,696,789
April	612,878	1,242,655	April	815,601	2,702,786
May	1,309,034	944,206	May	1,224,588	1,690,719
June	1,270,654	526,620	June	1,148,808	878,105
July	5,944,122	2,858,982	July	1,432,615	1,168,546
August	6,248,847	2,968,198	August	4,069,275	1,268,387
September	4,018,466	2,785,820	September	2,721,961	1,782,224
October	3,812,387	2,828,627	October	2,634,502	2,127,278
November	3,612,891	2,813,396	November	2,459,230	1,244,269
December	1,585,441	8,174,885	December	2,103,840	1,851,042
By Wagon	582,690	585,000			
Total bushels...	30,667,212	28,588,800	Total bushels...	22,276,507	18,806,761

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1903.	1902.	1901.
The West by rail and Missouri River	9,206,288	16,866,970	11,614,246
The South by rail from west of Mississippi river	1,207,845	426,888	1,605,278
The South by Mississippi river boats	155,297	1,441,640	1,298,128
The South by rail from east of Mississippi river	419,841	544,368	530,821
The East by rail and by Illinois river	8,107,846	2,158,471	1,167,723
The North and Northwest by rail and river	8,882,288	8,646,888	4,194,184
Wagons from near the city	400,000	582,690	450,480
Total Receipts, bushels	28,886,000	30,667,212	20,880,805

DIRECTION OF SHIPMENTS FOR THREE YEARS.

SHIPPED TO	1903.	1902.	1901.
Europe direct via Atlantic and Gulf ports by rail..	876,095	3,672,868	6,294,729
Europe direct via New Orleans by river	1,724,220	3,808,714	1,628,244
East by rail (not exported)	1,797,962	4,594,678	4,496,602
South by rail (not exported)	14,867,060	11,261,889	4,142,290
To local points by rail and river	41,464	448,418	248,808
Total shipments, bushels.	18,806,761	22,276,507	17,012,668

CORN.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1902.	1901.	Months.	1902.	1901.
January	8,546,215	2,552,335	January	8,475,838	2,022,905
February	2,681,055	854,430	February	8,183,880	1,552,420
March	8,027,445	1,056,400	March	8,228,387	1,610,840
April	1,655,440	1,018,635	April	1,862,858	1,226,284
May	1,397,380	1,334,970	May	1,885,280	1,300,650
June	1,066,210	712,210	June	829,430	763,430
July	1,719,725	810,120	July	1,432,178	456,702
August	1,035,195	538,400	August	846,395	919,095
September	1,205,345	587,380	September	1,433,150	515,615
October	1,093,365	509,305	October	1,312,980	531,806
November	726,725	1,689,330	November	543,015	980,630
December	834,425	3,486,180	December	628,335	1,832,340
By Wagons	400,000	800,000			
Total bushels ..	20,990,245	16,024,715	Total bushels...	20,689,651	13,696,459

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1902.	1901.	1901.
The West by rail and Missouri River	7,973,990	2,762,835	4,012,035
The South by rail from west of Mississippi river	650,300	9,375	404,175
The South by Mississippi river boats	51,005	78,700	7,585
The South by rail from east of Mississippi river	871,280	1,020,090	917,640
The East by rail and by Illinois river	4,406,375	6,302,850	6,425,570
The North and Northwest by rail and river	7,138,665	5,151,945	8,567,055
Wagons from near the city	400,000	800,000	500,000
Total Receipts, bushels	20,990,245	16,024,715	20,834,060

DIRECTION OF SHIPMENTS FOR THREE YEARS.

	1902.	1901.	1901.
Exported via Gulf and Atlantic ports	1,568,820	1,858,573	1,527,093
Exported via New Orleans by river	1,025,231	236,400	535,705
South by rail for consumption	15,925,802	9,539,750	13,039,451
East by rail for consumption	1,638,785	745,748	1,248,010
South by river for consumption	172,808	97,899	96,964
West by rail for consumption	265,855	1,069,900	1,081,073
To local points	28,860	115,230	43,860
Total shipments, bushels	20,689,651	13,696,459	17,769,656

OATS.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1903.	1902.	Months.	1903.	1902.
January	1,926,400	2,002,000	January	1,665,873	1,804,380
February	2,091,750	1,253,800	February	1,785,450	849,185
March	2,817,330	1,672,960	March	2,005,190	989,730
April	1,795,140	1,357,255	April	1,546,905	931,600
May	1,309,935	1,319,670	May	1,100,465	719,530
June	1,094,490	1,344,495	June	567,005	664,765
July	1,650,130	1,049,340	July	1,232,500	407,160
August	1,311,165	1,954,935	August	833,240	1,162,824
September	1,298,805	2,324,005	September	757,740	1,167,745
October	2,006,565	2,473,510	October	1,001,545	1,266,200
November	1,402,870	1,610,055	November	661,030	1,304,120
December	1,405,350	1,208,220	December	922,205	890,700
By Wagon	300,000	500,000			
Total bushels ...	20,409,930	20,570,245	Total bushels...	14,079,148	11,657,939

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1901.	1902.	1903.
The West, by rail.....	1,415,455	8,525,685	8,848,420
The South, by rail from West of Mississippi River.....	48,005	5,400	90,845
The South, by Mississippi River Boats.....	520	650	885
The South, by rail from East of Mississippi River.....	997,845	1,249,670	14,905
The East, by rail and Illinois River.....	6,331,510	8,190,010	7,106,190
The North and Northwest, by rail and river.....	6,533,295	7,108,880	9,048,685
Wagons near the city.....	400,000	500,000	800,000
Total Receipts, bushels.....	15,726,180	20,570,245	20,409,930

DIRECTION OF SHIPMENTS.

TO	1901.	1902.	1903.
The West.....	695,330	741,400	573,340
The South, by rail.....	9,221,185	10,832,389	13,120,209
The South, by river.....	508,075	825,609	275,705
The East, by rail.....	88,620	289,220	83,250
Local points.....	8,145	19,580	26,645
Total Shipments, bushels	10,511,805	11,667,939	14,079,148

In 1897, 416,350 bushels were exported via Atlantic ports and 681,429 bushels via New Orleans.

In 1898, 4,524 bushels were exported via Atlantic seaports and 861,717 bushels via New Orleans.

In 1899, 42,949 bushels were exported via Atlantic ports and 110,699 bushels via New Orleans.

In 1900, 244,607 bushels were exported via Atlantic ports and 667,804 bushels via New Orleans.

In 1902, 809,583 bushels were exported via Atlantic ports and 28,409 bushels via New Orleans.

In 1903, 13,571 bushels were exported by rail via Atlantic and Gulf ports.

R Y E.

MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.

RECEIPTS.			SHIPMENTS.		
Months.	1908.	1902.	Months.	1908.	1902.
January.....	177,800	87,500	January.....	188,207	47,226
February.....	121,784	15,750	February.....	100,008	14,810
March.....	269,271	47,700	March.....	202,463	85,724
April.....	49,126	29,626	April.....	145,542	87,555
May.....	28,870	21,820	May.....	46,906	56,046
June.....	12,150	14,540	June.....	6,552	82,538
July.....	49,126	28,809	July.....	84,545	9,289
August.....	74,844	82,422	August.....	48,151	82,652
September.....	87,800	174,896	September.....	78,191	98,220
October.....	146,700	188,637	October.....	99,696	116,186
November.....	176,461	296,696	November.....	101,174	202,120
December.....	186,000	116,907	December.....	87,977	222,861
Total bushels...	1,827,892	940,896	Total bushels...	1,096,411	906,906

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1908.	1902.	1901.
The West by rail.....	295,896	219,243	98,222
The South by rail from west of Mississippi river.....	2,700	900	759
The South by Mississippi river boats.....	498	8,988	590
The South by rail from east of Mississippi river.....	12,600	21,504	12,000
The East by rail and Illinois river.....	121,863	56,004	223,297
The North by rail and river.....	695,848	628,907	861,961
Total Receipts, bushels.....	1,827,892	940,896	686,810

230,588 bushels were exported in 1902 via Atlantic Seaboard, and 28,212 bushels via New Orleans.

86,121 bushels exported in 1903.

BARLEY.**MONTHLY RECEIPTS AND SHIPMENTS FOR TWO YEARS.**

RECEIPTS.			SHIPMENTS.		
Months.	1908.	1902.	Months.	1908.	1902.
January.....	519,000	274,500	January.....	17,650	8,960
February.....	298,000	142,500	February.....	8,485	.....
March.....	271,000	129,000	March.....	14,110	12,807
April.....	90,000	58,000	April.....	22,022	7,978
May.....	85,000	22,000	May.....	8,520	9,850
June.....	16,000	8,288	June.....	7,228	965
July.....	6,000	1,102	July.....	.....	.....
August.....	2,000	1,028	August.....	1,915	112
September.....	119,000	112,000	September.....	7,652	.....
October.....	517,000	582,059	October.....	16,295	5,880
November.....	486,000	497,077	November.....	76,535	8,272
December.....	270,119	417,000	December.....	117,948	15,558
Total bushels...	2,638,119	2,284,504	Total bushels....	298,095	65,417

SOURCES OF SUPPLY FOR THREE YEARS.

FROM	1908.	1902.	1901.
The West by rail.....	150,119	61,028	19,958
The South by rail from West of Mississippi River.....	5,000	.....	.....
The South by Mississippi River Boats.....	.....	476	140
The East by rail and Illinois River.....	1,004,000	1,087,250	1,272,750
The North by rail and river.....	1,474,000	1,086,750	647,250
Total Receipts, bushels.....	2,638,119	2,284,504	1,969,998

No Canada Barley received in 1896.

18,000 bushels Canada Barley received in 1897.

No Canada Barley received in 1898.

20,099 bushels Canada Barley received in 1899.

47,517 bushels Canada Barley received in 1900.

5,000 bushels Canada Barley received in 1901.

No Canada Barley received in 1902 or 1908.

**RECEIPTS OF FLOUR AND WHEAT AT ST. LOUIS BY CROPS; FLOUR REDUCED
TO WHEAT AT FOUR AND ONE-HALF BUSHELS TO THE BARREL.**

Year Ending June 30.	Flour, bbls.	Wheat, bush.	Flour and Wheat in bushels.	Total Wheat Crop of the U. S., in bushels.	Per cent. of Total Crop marketed at St. Louis.
1889.....	921,366	19,960,809	17,106,956	414,868,000	4.12
1890.....	1,840,817	15,305,134	21,236,550	490,560,000	4.32
1891.....	1,227,545	12,312,260	17,836,217	399,262,000	4.47
1892.....	1,431,960	26,998,226	33,442,183	611,780,000	5.46
1893.....	1,397,408	26,013,686	32,301,974	515,949,000	6.26
1894.....	1,143,485	12,665,004	17,809,061	396,131,725	4.50
1895.....	1,119,388	10,126,318	15,163,687	460,267,416	3.29
1896.....	1,119,681	13,886,766	17,423,319	467,102,947	3.73
1897.....	1,378,771	11,814,694	18,019,963	427,684,346	4.21
1898.....	1,861,865	12,719,826	18,845,967	530,149,168	3.56
1899.....	1,840,898	14,322,491	20,356,509	675,148,705	3.02
1900.....	1,943,176	10,211,638	18,955,015	547,303,846	3.45
1901.....	2,029,625	26,211,245	32,314,555	522,229,505	6.06
1902.....	2,209,818	19,822,546	29,766,704	748,460,218	3.98
1903.....	2,200,615	32,869,671	34,570,186	670,063,008	5.16

**EXPORTS OF DOMESTIC FLOUR AND GRAIN FROM THE UNITED STATES
FOR THE CALENDAR YEAR 1903,**

As reported by O. P. AUSTIN, Chief of Bureau of Statistics, Washington, D. C.

Customs Districts.	Barley, bush.	Corn, bush.	Corn Meal, bbls.	Oats, bush.	Oat Meal, lbs.	Rye, bush.	Wheat, bush.	Wheat Flour, bbls.
Baltimore.....		19,113,566	40,031	7,905	10,261,774	861,953	3,160,614	3,489,618
Boston and Charlestown.....	4,932	6,627,107	24,519	8,851	985,132		2,867,994	767,044
Newport News.....		3,535,966	28,782		2,559,680		334,448	1,044,044
New York.....	308,616	22,063,881	439,174	669,423	16,356,480	1,310,550	9,435,334	4,281,084
Norfolk and Portsmouth.....		840,397					26,319	153,626
Philadelphia.....		9,994,898	113,097	92	5,185,706		1,600,790	2,664,177
Portland and Falmouth.....		1,563,087				44,785	1,718,855	174,796
Galveston.....		4,274,091			500	5,671	20,039,633	588,516
Mobile.....	6	708,221	51	19,511			3,920	208,695
New Orleans.....		13,832,203	276	35,935	2,295	57,761	11,989,273	1,374,844
Puget Sound.....	430,462	88,521	665	516,946	28,696	344	4,597,780	1,988,341
San Francisco.....	7,446,050	16,962		8,012		4,863	4,428,112	750,412
Willamette.....	1,323,671		1	53,788			5,614,719	1,037,636
Chicago.....		4,865,582				246,089	1,452,426	7,204
Duluth.....		800				8,800	1,197,689	71,947
Superior.....		1,596	1,312	120,517		75,398	2,928,988	560,229
Other Districts ..	285,868	4,756,462	35,565	53,377	137,666	187,821	1,974,704	332,691
Total 1903.....	9,799,606	91,732,780	683,463	1,494,857	35,517,429	2,758,900	73,372,255	19,554,411
Total 1902.....	8,712,874	18,723,960	256,361	5,968,653	67,378,534	4,855,263	129,466,280	18,327,767

RECEIPTS OF WHEAT AT ST. LOUIS.

YEAR.	AUGUST—BUSH.	JULY—BUSH.	TOTAL. TWO MONTHS. BUSH.
1908.....	1,085,195	1,719,725	2,754,920
1909.....	6,348,847	5,944,122	12,287,469
1901.....	8,888,249	5,591,140	9,424,569
1900.....	4,780,084	4,180,881	8,860,965
1899.....	2,107,170	1,989,118	4,086,288
1898.....	1,594,952	1,110,230	2,705,182
1897.....	2,689,971	1,261,528	3,901,499
1896.....	8,098,790	2,265,192	5,859,982
1895.....	2,858,692	1,907,850	4,265,043
1894.....	3,381,038	3,348,808	5,679,841
1893.....	2,486,288	2,207,104	4,698,338
1892.....	6,610,977	3,276,494	9,887,401
1891.....	5,194,505	3,627,928	8,622,431
1890.....	2,168,482	2,475,890	4,645,958
1889.....	3,080,593	2,530,065	5,610,957
1888.....	4,081,192	2,111,896	6,192,587
1887.....	3,064,637	4,419,464	7,514,591
1886.....	2,725,037	4,476,270	7,199,807
1885.....	2,167,175	984,868	3,152,088
1884.....	3,463,623	1,976,134	5,439,856
1883.....	3,290,267	1,299,443	4,589,710
1882.....	3,757,080	4,022,118	7,759,148

RECEIPTS OF WHEAT BY CROP YEARS.

Bushels.		Bushels.	
Year ending June 30, 1891.....	12,812,360	Year ending June 30, 1898.....	12,719,325
" " " 1892.....	26,996,328	" " " 1899.....	14,892,491
" " " 1893.....	26,015,688	" " " 1900.....	10,311,638
" " " 1894.....	12,665,904	" " " 1901.....	23,211,345
" " " 1895.....	10,126,818	" " " 1902.....	19,822,546
" " " 1896.....	12,836,766	" " " 1903.....	32,869,571
" " " 1897.....	11,814,494		

EXTREME MONTHLY RANGE of cash track prices of No. 2 Red Wheat, No. 2 Hard Wheat, No. 2 Corn, No. 2 Oats and No. 2 Rye, during 1908:

	No. 2 Red Wheat.	No. 2 Hard Wheat.	No. 2 Corn.	No. 2 Oats.	No. 2 Rye.
January.....	76½	76	44½	87	51
	73½	65	89½	84	49
February.....	77½	75	44½	87½	51
	78½	68	41	83½	49
March.....	75½	74	45	86½	58
	70	66	88½	82½	47
April.....	73½	74½	42½	86	49
	69½	69	89½	88	46
May.....	76½	75	47½	86	49
	72	69½	41½	88½	48½
June.....	84	82	56	84	54½
	76	74	49	87	49
July.....	84	80½	52	41½	51½
	77½	70	48	83	49½
August.....	85	81	51½	88	57½
	79½	74	48	82½	52½
September.....	68	81½	50	89½	58
	84	75	45	85½	56½
October.....	91	82	45½	89	55
	85	75	41½	85	52½
November.....	90½	82	43½	88	54½
	85½	78	41½	86	51
December.....	94	80	45	89	58
	89½	78	41½	86½	49

EXTREME RANGE for the year:

Highest.....	94	82	55	84	59
Lowest.....	69½	65	39½	82½	46

FIRST ARRIVALS OF NEW WHEAT, 1908.—June 28rd, 68 sacks from Alexandria Co., Ills.; June 27th, 209 sacks from Willard, Ills.; June 27th, 1889 sacks from Goose Island, Ills.; June 27th, 1 car from Eldorado, Ills.; July 14th, first car new hard wheat received

CORN MEAL.

CORN MEAL, HOMINY, GRITS, AND RYE FLOUR MANUFACTURED IN 1903.

MILLERS.	NAME OF MILL.	Capacity 24 Hours.	Corn Meal, bbls.	Hominy and Grits, bbls.	Rye Flour, bbls.
Engelke & Feiner.	Southern.....	2,000	185,008	62,300	.....
Flanagan & Co....	Pearl Hominy....	1,500	.....	.....	.....
H. B. Eggers & Co..	Meramec.....	.....	.....	.....	1,018
Total 1903.....	185,008	62,300	1,010
Total 1902.....	225,714	78,082	6,075
Total 1901.....	161,288	56,570	2,750
Total 1900.....	177,230	41,630	2,300
Total 1899.....	272,643	77,400	2,400
Total 1898.....	297,808	96,416	3,450
Total 1897.....	468,171	107,790	19,300
Total 1896.....	259,655	109,689	.....
Total 1895.....	365,771	196,578	4,934
Total 1894.....	436,758	204,869	2,600
Total 1893.....	339,680	124,578	2,500
Total 1892.....	411,179	122,537	6,049
Total 1891.....	555,747	150,144	6,304
Total 1890.....	600,730	164,569	5,082

RECEIPTS AND SHIPMENTS OF CORN MEAL, HOMINY AND GRITS.

YEAR.	Receipts, Corn Meal bbls.	Shipments, Corn Meal bbls.	Shipments Hom. and Grits bbls.
1891.....	45,914	488,563	107,608
1892.....	95,233	578,299	87,420
1893.....	96,866	306,837	56,733
1894.....	125,035	396,063	78,684
1895.....	86,960	286,499	60,306
1896.....	78,496	216,706	54,690
1897.....	147,755	412,401	63,889
1898.....	183,570	881,829	83,474
1899.....	128,126	866,190	18,743
1900.....	250,235	536,879	196,865
1901.....	249,060	843,674	91,614
1902.....	202,225	220,486	72,817
1903.....	807,620	816,181	138,975

MONTHLY PRICES OF CORN MEAL, PER BBL., DURING 1903 AND 1902.

1903.		1902.	1903.		1902.
January.....	2.80	3.10@3.25	July.....	2.70@2.80	3.06@3.15
February.....	2.80	3.10	August.....	2.60 2.70	2.90 3.05
March.....	2.80	3.10	September.....	2.50 2.60	2.90
April.....	2.80	3.10 3.15	October.....	2.80 2.50	2.70 2.90
May.....	2.80@2.50	3.15	November.....	2.80	2.40 2.70
June.....	2.50 2.80	3.15	December.....	2.80	2.30 2.40

OAT MEAL, MANUFACTURED.

Stable Cereal Mills, 1891.....	20,102 bbls.
" " " 1892.....	23,000 "
" " " 1893.....	20,000 "
" " " 1894.....	20,000 "
" " " 1895.....	25,722 "
" " " 1896.....	25,000 "
" " " 1897.....	25,000 "
" " " 1898.....	25,000 "
" " " 1899.....	25,000 "
" " " 1900.....	25,000 "
" " " 1901.....	25,000 "
" " " 1902.....	25,000 "
" " " 1903.....	52,000 "

MILLSTUFFS.

RECEIPTS AND SHIPMENTS OF BRAN AND MILL FEED FOR
 TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.		YEAR.	SHIPMENTS.	
	In Sacks.	In Bulk, Cars.		In Sacks.	In Bulk, Cars.
1908	1,823,740	496	1908	1,981,533	690
1902	1,250,260	358	1902	1,206,460	821
1901	740,083	438	1901	841,665	1,552
1900	848,080	400	1900	1,073,887	808
1899	1,085,842	469	1899	986,685	1,260
1898	676,911	592	1898	879,690	809
1897	306,795	484	1897	651,309	662
1896	587,983	472	1896	1,000,575	446
1895	434,963	267	1895	707,787	340
1894	390,111	490	1894	762,483	852
1893	378,843	633	1893	745,093	1,011
1892	388,152	842	1892	746,646	765
1891	220,663	941	1891	866,521	908
1890	149,432	905	1890	891,539	726
1889	146,010	940	1889	814,474	820
1888	171,145	500	1888	622,650	558
1887	102,549	302	1887	767,856	236
1886	110,763	360	1886	880,395	335
1885	175,669	847	1885	800,881	908
1884	196,700	867	1884	711,571	1,689
1883	233,665	1,093	1883	686,498	1,361
1882	244,814	1,131	1882	560,115	1,984
1881	143,753	644	1881	602,103	1,228
1880	123,574	447	1880	539,443	1,936
1879	118,605	463	1879	499,481	1,185

HIGHEST AND LOWEST MONTHLY PRICES OF BRAN, MIXED FEED
 AND SHIPSTUFFS FOR 1903.

MONTHS.	BRAN, PER 100 LBS.		MIXED FEED, PER 100 LBS.		SHIPSTUFFS, PER 100 LBS.	
	Ots.		Ots.		Ots.	
January	76	84	78	88	86	1.00
February	82	85	85	88½	86	1.00
March	78	86	78	87	76	1.00
April	60	66	66	75	75	90
May	64	77	68	82½	85	95
June	73	85	79	85	90	95
July	65	82	70	84	80	95
August	70	90	72	88	85	95
September	74	82	78½	84½	90	1.05
October	78	79	75	88½	92	1.05
November	78	77	76	82	91	1.00
December	74	81	76	88	90	1.00

DAILY RANGE DURING JANUARY, 1903, ON CASH NO. 3 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903	WHEAT.				CORN.				OATS.			RYE.
	No. 2 RED	JAN.	MAY.	JULY.	No. 2.	JAN.	MAY.	JULY.	No. 2.	JAN.	MAY.	
2	75	ask 71 1/2	ask 75 1/2 @ 75 1/2	71 1/2	40 @ 41	39	nom 39 1/2 @ 39 1/2	.....	34 @ 34	bid 32 1/2	bid 33 1/2	49 @ 49 1/2 n
3	74 1/2	ask 74 1/2	74 1/2	71 1/2	40	39 1/2	nom 39 1/2	.....	34	nom 33 1/2	nom 34	49
5	74 1/2	ask 74 1/2	74 1/2	70 1/2 @ 70 1/2 n	40 1/2	39 1/2	ask 39 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
6	74 1/2	ask 74 1/2	74 1/2	71 1/2	40	39 1/2	nom 39 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2 @ 34 1/2	49 1/2
7	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	ask 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
8	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	ask 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
9	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
10	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
12	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
13	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
14	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
15	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
16	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
17	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
18	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
19	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
20	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
21	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
22	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
23	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
24	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
25	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
26	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
27	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
28	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
29	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
30	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2
31	74 1/2	ask 74 1/2	74 1/2	71 1/2	40 1/2	39 1/2	nom 40 1/2	.....	34 1/2	nom 34 1/2	nom 34 1/2	49 1/2

DAILY RANGE DURING FEBRUARY, 1908, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1908	WHEAT.				CORN.				OATS.				RYE.	
	No. 2 Red.	FEB.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.	No. 2.		
2	74 @ 75 1/4	71 1/4 ask	73 1/2 @	71 1/4 @	41	43 1/4 @	41 1/4 @	56	86 1/4 @	80 1/4	86 1/4	50		
3	74 1/4	71 1/4 bid	74 1/4	71 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
4	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
5	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
6	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
7	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
8	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
9	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
10	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
11	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
12	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
13	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
14	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
15	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
16	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
17	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
18	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
19	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
20	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
21	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
22	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
23	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
24	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
25	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
26	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
27	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	
28	75 1/4	72 1/4	75 1/4	72 1/4	41 1/4	43 1/4	41 1/4	56 1/4	86 1/4	80 1/4	86 1/4	50	nom	

THE CITY OF ST. LOUIS.

DAILY RANGE DURING MARCH, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903	WHEAT.				CORN.				OATS.				RYE.			
	*No. 2 RED.		JULY.		No. 2.		MAY.		JULY.		*No. 2.			MAY.		JULY.
2	74	@ 75 1/2	70 3/4	@ 71 1/2	42	@ 44 1/2	41 1/2	42 1/2	35	@ 36 1/2	35 1/2	ask 31 1/2	nom 50 1/2 @ 51 n			
3	74	75 1/2	70 3/4	71 1/2	42 1/2	45	41 1/2	43 1/2	36	36 1/2	35 1/2	ask 31 1/2	nom 50 1/2			
4	74	75 1/2	70 3/4	71 1/2	41 1/2	45	41 1/2	43 1/2	36	36 1/2	35 1/2	ask 31 1/2	ask 50			
5	74	75 1/2	70 3/4	70 1/2	41 1/2	44 1/2	41 1/2	43 1/2	36	36 1/2	35 1/2	ask 31 1/2	ask 50 1/2			
6	73	75 1/2	69 1/2	68 1/2	41 1/2	44 1/2	41 1/2	43 1/2	36	36 1/2	35 1/2	ask 31 1/2	ask 50 1/2			
7	73 1/2	75 1/2	69 1/2	68 1/2	41 1/2	44 1/2	41 1/2	43 1/2	36	36 1/2	35 1/2	ask 31 1/2	ask 50 1/2			
8	72 1/2	74 1/2	68 1/2	67 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
9	72 1/2	74 1/2	68 1/2	67 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
10	73 1/2	75 1/2	69 1/2	68 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
11	73 1/2	75 1/2	69 1/2	68 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
12	74	75 1/2	69 1/2	68 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
13	74	75 1/2	69 1/2	68 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
14	74	75 1/2	69 1/2	68 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
15	73 1/2	75 1/2	68 1/2	67 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
16	73 1/2	75 1/2	68 1/2	67 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
17	73 1/2	75 1/2	68 1/2	67 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
18	73 1/2	75 1/2	68 1/2	67 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
19	73 1/2	75 1/2	68 1/2	67 1/2	40 1/2	44 1/2	41 1/2	43 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
20	72 1/2	74 1/2	68 1/2	67 1/2	41 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
21	72 1/2	74 1/2	68 1/2	67 1/2	41 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
22	72 1/2	74 1/2	68 1/2	67 1/2	41 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
23	72 1/2	74 1/2	68 1/2	67 1/2	41 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
24	71 1/2	73 1/2	67 1/2	66 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
25	71 1/2	73 1/2	67 1/2	66 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
26	70 1/2	72 1/2	66 1/2	65 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
27	70 1/2	72 1/2	66 1/2	65 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
28	70 1/2	72 1/2	66 1/2	65 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
29	70 1/2	72 1/2	66 1/2	65 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
30	70 1/2	72 1/2	66 1/2	65 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			
31	71 1/2	73 1/2	67 1/2	66 1/2	40 1/2	40 1/2	40 1/2	40 1/2	35	35 1/2	34 1/2	ask 31 1/2	ask 50 1/2			

*Outside rates on cash grain generally paid on destination weights.

DAILY RANGE DURING APRIL, 1908, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1908.	WHEAT.				CORN.				OATS.				RYE.
	No. 2 RED.	MAY.	JULY.	SEPT.	No. 2.	MAY.	JULY.	No. 2.	MAY.	JULY.	No. 2.		
1.....	70½@71½	67½	@ 68½	65½	@ 68½	67½	66½	65½	@ 68½	67½	66½	65½	@ 47½
2.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
3.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
4.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
5.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
6.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
7.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
8.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
9.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
10.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
11.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
12.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
13.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
14.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
15.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
16.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
17.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
18.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
19.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
20.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
21.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
22.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
23.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
24.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
25.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
26.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
27.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
28.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47
29.....	70½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	68½	47

THE CITY OF ST. LOUIS.

DAILY RANGE DURING MAY, 1903, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903.	WHEAT.			CORN.			OATS.			RYE.	
	No. 2 RED.	MAY.	JULY.	SEPT.	No. 2.	MAY.	JULY.	SEPT.	No. 2.	MAY.	JULY.	No. 2.
1...72 @	72½	69½@70½ b 67 @	68	66½ @	67½	41¼	42¼ @ 39½ b 40¼ @ 40½	.....	33½ @ 33½ 33	30¼	49¼ @ 50 n
4...72 73	73	70½	67½	68½	41¼	42¼	39½ 40½ 40½ 40½	.....	33½ 34½ 33½	30¼	49¼ 50 n
5...72 73½	73½	71	68½	68½	42¼	43¼	40½ 41½ 41½ 41½	.....	34½ 35½ 34½	31	49¼ 49
6...73 73½	73½	71	68½	68½	44	41½	41½ 41½ 41½ 41½	.....	34½ 35½ 34½	31	48½
7...73 73½	73½	70½	67½	67½	45	41½	41½ 41½ 41½ 41½	.....	35 n 34½	ask 30¼	48½
8...73½ 74	73½	71	68½	68½	45½	42	41½ 41½ 41½ 41½	.....	35 34½	ask 31¼	48½
9...73½ 74	74	71½	68½	68½	46	43¼	41½ 41½ 41½ 41½	.....	35 34½	ask 31¼	48½
10...73½ 74	74	71½	68½	68½	46½	43¼	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
11...73½ 74	74	71½	68½	68½	46½	43¼	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
12...74 75	75	72½	67½	67½	46½	44½	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
13...74 75	75	73½	68½	68½	47	44½	41½ 41½ 41½ 41½	.....	35 n 34½	nom 32¼	48½
14...74 75	75	73½	68½	68½	47	44½	41½ 41½ 41½ 41½	.....	35 n 34½	nom 32¼	48½
15...75 75½	75½	74½	69½	69½	47½	44½	41½ 41½ 41½ 41½	.....	35 n 34½	nom 32¼	48½
16...75 75½	75½	74½	69½	69½	47½	44½	41½ 41½ 41½ 41½	.....	35 n 34½	nom 32¼	48½
17...75½ 76	76	74½	70½	70½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
18...75½ 76	76	74½	70½	70½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
19...76 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
20...76 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
21...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
22...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
23...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
24...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
25...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
26...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
27...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
28...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½
29...76½ 76½	76½	74½	71½	71½	47½	45	41½ 41½ 41½ 41½	.....	35 34½	ask 32¼	48½

September oats ranged during the month at from 28½ to 30¼@30½ cents.

DAILY RANGE DURING JUNE, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND PRICES
ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903.	WHEAT.				CORN.				OATS.			RYE.	
	No. 2 Red.	JULY.	SEPT.	DEC.	MAY.	No. 2.	JULY.	SEPT.	No. 2.	JULY.	SEPT.	No. 2.	No. 2.
1...	77 @ 78 1/2	71 1/2 @ 73 1/2	70 @ 72 1/2	...	...	48 @ 49	49 1/2 @ 49 1/2	45 @ 45 1/2	37 @ 38	35 bid 31 1/2	32 b 30 1/2	49 @ 51 n
2...	76 77 1/2	72 1/2 75 1/2	71 1/2 72 1/2	72 1/2	72 1/2	49 50 1/2	49 1/2 49 1/2	45 1/2 45 1/2	38 37 1/2	35 ask 31 1/2	32 b 30 1/2	50 @ 51 n	
3...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	51 51 1/2	49 1/2 49 1/2	45 1/2 45 1/2	39 38 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
4...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	40 39 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
5...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	41 40 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
6...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	42 41 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
7...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	43 42 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
8...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	44 43 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
9...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	45 44 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
10...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	46 45 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
11...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	47 46 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
12...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	48 47 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
13...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	49 48 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
14...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	50 49 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
15...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	51 50 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
16...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	52 51 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
17...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	53 52 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
18...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	54 53 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
19...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	55 54 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
20...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	56 55 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
21...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	57 56 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
22...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	58 57 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
23...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	59 58 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
24...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	60 59 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
25...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	61 60 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
26...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	62 61 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
27...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	63 62 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
28...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	64 63 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
29...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	65 64 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	
30...	77 78 1/2	73 1/2 76 1/2	72 1/2 73 1/2	73 1/2	73 1/2	52 52 1/2	49 1/2 49 1/2	45 1/2 45 1/2	66 65 1/2	36 1/2 bid 32 1/2	33 30 1/2	51 n	

DAILY RANGE DURING JULY, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

WHEAT.				CORN.				OATS.				RYE.	
No. 2 RED.	JULY.	SEPT.	DEC.	MAY.	No. 2.	JULY.	SEPT.	No. 2.	JULY.	SEPT.	No. 2.	RYE.	
1.....	76½ @ 79	74½ @ 77½	75½ @ 77½	79	50	47½ @ 49½	49½ @ 50½	41	37½	33½	bid	51½	
2.....	76 76½	74½ 77½	75½ 77½	78½	48	48 48½	49½ 49½	41 41	37 37½	33 33½	@ 34	51½	
6.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
7.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
8.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
9.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
10.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
11.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
12.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
13.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
14.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
15.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
16.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
17.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
18.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
19.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
20.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
21.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
22.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
23.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
24.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
25.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
26.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
27.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
28.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
29.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
30.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	
31.....	76 76½	74½ 77½	75½ 77½	78½	48 48½	48 48½	49½ 49½	39 39½	37 37½	33 33½	@ 34	51½	

May Corn opened at 51½, July 27, sold later at 51½ to 49½ cents asked. December Corn sold at from 48½, 48½ up to 51½, down to 48 cents; and December Oats at 54½, 54½ to 54, 54½ cents.

DAILY RANGE DURING AUGUST, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

169

1908.	WHEAT.				CORN.				OATS.				R.YE.
	No. 2 RED.	SEPT.	DEC.	MAY.	No. 2.	SEPT.	DEC.	MAY.	No. 2.	SEPT.	DEC.		
1....	79 3/4 @	78 1/2	80 1/4 @	81 1/2	51	50	49 1/2 @	nom	83	82 1/2	83 1/2	52 1/2 nom	
2....	80	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
3....	80 1/4	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
4....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
5....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
6....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
7....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
8....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
9....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
10....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
11....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
12....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
13....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
14....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
15....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
16....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
17....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
18....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
19....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
20....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
21....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
22....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
23....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
24....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
25....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
26....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
27....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
28....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
29....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	
31....	80 1/2	79 1/2	80 1/2	81 1/2	51 1/2	50 1/2	49 1/2	49 1/2	82 1/2	83	83 1/2	52 1/2 nom	

May Oats sold during month at from 85 1/4 up to 87 1/4 off to 87 cents.

TRADE AND COMMERCE OF

DAILY RANGE DURING SEPTEMBER, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903	WHEAT.				CORN.				OATS.				RYE.						
	No. 2 RED.		SEPT.		DEC.		MAY.		No. 2.		DEC.			MAY.					
																No. 2.			
1....	84	@ 85	81 1/2	@ 82	85	85 1/2	87 1/2	48 1/2	@ 49 1/2	46 1/2	@ 47 1/2	47 1/2	48 1/2	35 1/2	@ 37	35 1/2	nom 37	bid 37 1/2	55 1/2 @ 57
2....	86	87 1/2	82 1/2	83 1/2	86	89 1/2	87 1/2	49	49 1/2	47 1/2	48 1/2	49 1/2	49 1/2	36 1/2	36 1/2	36 1/2	bid 36 1/2	bid 36 1/2	56 1/2 n
3....	85 1/2	86 1/2	82 1/2	83 1/2	86 1/2	89 1/2	87 1/2	49 1/2	49 1/2	47 1/2	48 1/2	49 1/2	49 1/2	36 1/2	36 1/2	36 1/2	bid 36 1/2	bid 36 1/2	56 1/2 n
4....	84	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
5....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
6....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
7....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
8....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
9....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
10....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
11....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
12....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
13....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
14....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
15....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
16....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
17....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
18....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
19....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
20....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
21....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
22....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
23....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
24....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
25....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
26....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
27....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
28....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
29....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57
30....	84 1/2	85 1/2	81 1/2	81 1/2	85 1/2	88 1/2	86 1/2	48 1/2	48 1/2	46 1/2	47 1/2	48 1/2	48 1/2	35 1/2	35 1/2	35 1/2	ask 35 1/2	ask 35 1/2	57

* Exchange adjourned from 4th to 8th. September Oats nominally 82 1/2 to 84 1/2 and 85 1/2 to 87 cents.

DAILY RANGE DURING OCTOBER, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE, AND
PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903	WHEAT.			CORN.			OATS.			R.YE.
	No. 2 Red.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	
1.....	85	@ 87	82 1/2 @ 83 1/2	44 1/2 @ 45	41 1/2 @ 42 1/2	41 1/2	38 1/2 @ 39 1/2	36 1/2 @ 37 1/2	35 1/2 @ 36 1/2	55 1/2 @ 56 1/2
2.....	86	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
3.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
4.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
5.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
6.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
7.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
8.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
9.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
10.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
11.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
12.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
13.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
14.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
15.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
16.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
17.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
18.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
19.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
20.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
21.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
22.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
23.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
24.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
25.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
26.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
27.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
28.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
29.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
30.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2
31.....	86 1/2	87 1/2	84 1/2	44 1/2	41 1/2	41 1/2	38 1/2	36 1/2	35 1/2	55 1/2

THE CITY OF ST. LOUIS.

DAILY RANGE DURING NOVEMBER, 1903, ON CASH NO. 2 WHEAT, NO. 2 CORN, NO. 2 OATS AND NO. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

1903.	WHEAT.				CORN.				OATS.				RYE.	
	No. 2 RED.	DEC.	MAY.	JULY.	No. 2.	DEC.	MAY.	No. 2.	DEC.	MAY.	No. 2.	No. 2.		
2.....	87	@ 88	82 1/2	73 1/2	42	@ 42 1/2	40%	38 1/2	@ 38 1/2	35 1/2	nom	38 1/2	@ 38 1/2	54 1/2
3.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	41 1/2	40%	38 1/2	38 1/2	35 1/2	nom	38 1/2	38 1/2	54
4.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
5.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
6.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
7.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
8.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
9.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
10.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
11.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
12.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
13.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
14.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
15.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
16.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
17.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
18.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
19.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
20.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
21.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
22.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
23.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
24.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
25.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
26.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
27.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
28.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
29.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2
30.....	86 1/2	87 1/2	80 1/2	72 1/2	ask	42	40%	38 1/2	38 1/2	35 1/2	bid	38 1/2	38 1/2	54 1/2

DAILY RANGE DURING DECEMBER, 1903, ON CASH No. 2 WHEAT, No. 2 CORN, No. 2 OATS AND No. 2 RYE
AND PRICES ON ACTIVE FUTURES ON WHEAT, CORN AND OATS.

THE CITY OF ST. LOUIS.

173

1903	WHEAT.				CORN.				OATS.				R.YE.	
	No.3 RED.	DEC.	MAY.	JULY.	No. 2	DEC.	MAY.	JULY.	No. 2.	DEC.	MAY.			
1.....	91	@ 91 1/4	82 1/2	@ 83 1/2	74	bid	41 1/2	39 1/2	bid	40 1/2	nom	87	nom	52 1/2 @ 53 n
2.....	91	91 1/4	82 1/2	83 1/2	73 1/2	75	41 1/2	40 1/2	40 1/2	40 1/2	bid	87 1/2	bid	52 1/2
3.....	91	91 1/4	82 1/2	83 1/2	73 1/2	76	41 1/2	40 1/2	40 1/2	40 1/2	bid	87 1/2	bid	53
4.....	91 1/4	91 1/4	83 1/2	84 1/2	74 1/2	77	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	@ 87 1/2	53 n
5.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
6.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
7.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
8.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
9.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
10.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
11.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
12.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
13.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
14.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
15.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
16.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
17.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
18.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
19.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
20.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
21.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
22.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
23.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
24.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
25.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
26.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
27.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
28.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
29.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
30.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
31.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom
32.....	91 1/4	91 1/4	84	84 1/2	75 1/2	77 1/2	41 1/2	41 1/2	41 1/2	41 1/2	bid	87 1/2	87 1/2	nom

**MONTHLY RANGE OF PRICES OF OPTIONS NAMED ON WHEAT,
CORN AND OATS FOR EACH MONTH
DURING THE YEAR 1903.**

MONTH.	CEREAL.	MAY, 1903.	JULY, 1903.	SEPTEMBER, 1903.	DECEMBER, 1903.
January.....	Wheat.....	73½ @ 77½	70½ @ 73½	.....	.....
	Corn.....	39½ 42½	40 41½	.....	.....
	Oats.....	33½ 37½	.....	.....	.....
February.....	Wheat.....	72½ 75½	70½ 72½	.....	.....
	Corn.....	41½ 42½	40½ 41½	.....	.....
	Oats.....	36 38½	30½ 32½	.....	.....
March.....	Wheat.....	66½ 72½	65 71½	.....	.....
	Corn.....	38½ 42½	38½ 41½	.....	.....
	Oats.....	30½ 35½	28½ 31½	.....	.....
April.....	Wheat.....	67½ 78	65½ 67½	66 68	.....
	Corn.....	39 40½	39½ 40½	.....	.....
	Oats.....	32½ 34	28½ 30½	.....	.....
May.....	Wheat.....	69½ 75	67 71½	66½ 69½	.....
	Corn.....	39½ 45½	40½ 43½	40½ 43	.....
	Oats.....	33 36	30½ 33½	29½ 30½	.....
June.....	Wheat.....	78½ 84½	71½ 87	70 81½	78½ 81½
	Corn.....	.....	43½ 53	45 51	.....
	Oats.....	.....	35 40	31½ 34½	.....
July.....	Wheat.....	78½ 88½	74½ 79½	78½ 79½	74½ 81½
	Corn.....	49½ 51½	47 52	47½ 52½	45½ 51½
	Oats.....	.....	32½ 38	31 34½	32 34½
August.....	Wheat.....	82½ 88½	.....	78½ 82½	80½ 86
	Corn.....	48½ 51½	.....	46½ 50½	47 49½
	Oats.....	35½ 37½	.....	33½ 33½	33½ 35½
September.....	Wheat.....	82½ 89½	.....	79½ 86½	80 87½
	Corn.....	48 49½	.....	45½ 48½	42 48½
	Oats.....	36½ 39½	.....	32½ 37	35 37½
October.....	Wheat.....	81½ 84½	.....	.....	81½ 91
	Corn.....	39½ 42½	.....	.....	39½ 42½
	Oats.....	36 38	.....	.....	35 37½
November.....	Wheat.....	77½ 88½	.....	.....	85½ 91
	Corn.....	39½ 41½	.....	.....	39½ 41½
	Oats.....	35 37	.....	.....	35 36½
December.....	Wheat.....	80½ 84½	78½ 78½	.....	.....
	Corn.....	40½ 43½	40 43½	.....	.....
	Oats.....	37 38½	.....	.....	.....

GRAIN INSPECTION.

REPORT OF WHEAT RECEIVED AND INSPECTED IN ST. LOUIS EAST ST. LOUIS
AND VENICE DURING THE YEAR 1903.

1908.		WINTER WHEAT.										SPRING WHEAT.						Total Cars.
CARS BY RAIL.	Red.					Hard Winter.			White Winter.									
	2	3	4	Re'ct'd Wheat.	No Grade.	2	3	4	2	3	Mixed.							
											2	3	4	2	3			
January ...	251	1,058	254	49	21	92	185	10	...	6	25	28	...	1	8	1,988		
February...	144	422	166	12	28	98	158	7	...	...	8	7	1	4	1	1,051
March.....	178	287	172	24	6	90	192	12	...	...	6	8	1	...	2	968
April	159	491	141	20	4	47	106	8	...	8	6	6	2	1	8	992		
May.....	284	888	125	14	88	66	86	6	...	...	4	10	2	2	1	1,017
June	62	146	78	19	15	49	111	1	...	...	5	2	1	...	6	490
July.....	898	781	818	68	112	294	419	8	...	1	18	10	8	24	6	2,955		
August.....	1,086	880	478	45	127	454	802	33	...	...	20	14	1	89	42	3,581
September ..	654	488	587	111	258	402	476	57	...	8	89	86	8	182	106	8,849		
October	756	880	418	69	109	199	352	50	2	1	43	66	10	41	42	2,538		
November ..	1,192	350	823	48	55	201	489	21	1	8	91	98	8	28	40	2,968		
December ..	1,452	398	428	86	28	304	620	33	...	...	101	40	4	31	44	8,519
Totals	7,121	6,064	3,479	515	796	2,296	3,496	241	8	17	866	520	81	548	298	25,881		

SACK WHEAT INSPECTED.

	Sacks.
No. 2 Red Wheat.....	80,794
No. 3 "	54,902
No. 4 "	19,867
Rejected Wheat.....	2,506
No Grade.....	1,851
Total Sacks.....	158,920

	Cars.	Sacks.
Inspections—West Side.....	19,151	119,146
" East Side	6,280	89,774

GRAIN INSPECTION.

REPORT OF CORN, OATS AND RYE RECEIVED AND INSPECTED IN ST. LOUIS AND EAST ST. LOUIS FOR THE YEAR 1908.

1908. CARS.	CORN.										OATS.								RYE.			BARLEY.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	White.				Yellow.		Mixed.				Total Cars.	White.				Mixed.		Total Cars.	2	3	4		Total Cars.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	2	3	4	5	6	7	8	9	10	11		12	13	14	15	16	17							18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110

SACKS CORN INSPECTED.

No. 2 Corn.....	Sacks.	8,757
No. 3 ".....		1,906
No. 4 ".....		1,101
No. 5 ".....		252
No. 6 ".....		8,942
No. 7 ".....		8,885
No. 8 ".....		24,535
Total Sacks.....		58,388

Inspections—West Side.....	Corn, Sacks.	20,852	Oats, Cars.	798	Rye, Barley, Cars.	276
“ East Side.....		8,978		178		

RECEIPTS OF GRAIN AT VARIOUS CITIES IN 1903.

CITIES.	Wheat. bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.	Total bushels.
Chicago.....	27,124,585	96,545,534	88,588,886	3,015,149	23,273,519	240,547,173
New York.....	22,347,675	27,428,210	29,504,100	1,338,475	3,491,700	84,110,160
Buffalo.....	40,455,328	43,364,979	20,976,088	3,216,983	10,681,655	128,696,033
St. Louis.....	23,533,800	20,990,245	20,409,090	1,327,892	2,633,119	68,894,986
Minneapolis..	86,040,070	3,314,450	22,384,040	1,591,180	11,233,070	124,562,810
Peoria.....	945,000	21,034,970	10,347,500	254,800	2,273,600	34,855,870
Baltimore.....	5,658,593	21,612,861	3,795,737	1,434,513	77,586	32,479,290
Kansas City..	38,322,000	16,282,800	6,350,400	480,800	313,000	61,749,000
Philadelphia..	4,737,587	11,135,738	4,463,900	90,242	364,000	20,781,467
Milwaukee.....	9,031,615	2,303,500	8,357,550	1,020,200	17,450,440	38,168,305
Toledo.....	5,729,513	12,882,902	6,830,069	190,918	66,216	25,699,618
Boston.....	6,661,376	9,041,685	6,610,464	42,547	184,819	22,540,791
Duluth and Superior	29,091,142	974	4,807,204	895,437	6,542,865	41,337,622
New Orleans..	11,218,984	12,756,740	4,067,254	.....	.....	28,042,978
Cincinnati....	2,830,463	10,453,465	5,890,504	520,605	886,755	20,581,882
Montreal.....	19,546,749	7,683,917	2,401,627	808,537	515,640	30,756,470
Detroit.....	2,330,711	3,793,303	4,015,476	514,720	1,935,694	12,589,904
Cleveland.....	1,392,148	7,848,150	6,723,288	5,745	173,832	16,143,163
Indianapolis..	1,497,800	7,233,750	1,858,800	41,550	.....	10,631,400
Galveston.....	19,520,784	4,134,791	.....	.....	.....	23,655,575
San Francisco	6,453,295	292,389	2,520,980	83,543	10,941,600	20,321,867
Portsmouth and Norfolk	26,319	840,397	.....	.....	.....	866,716
Newport News	384,529	3,562,221	.....	.....	.....	3,946,750
Tacoma.....	3,766,964	.....	433,565	.....	514,335	4,714,864

RECEIPTS OF FLOUR AND GRAIN AT 7 ATLANTIC PORTS.

		1900.	1901.	1902.	1903.
Flour.....	Barrels.	19,204,540	19,464,208	19,197,339	20,465,497
Wheat.....	Bushels.	84,581,219	136,393,942	119,112,034	78,006,916
Corn.....	"	179,709,682	103,344,130	25,942,684	96,882,645
Oats.....	"	76,424,089	70,129,542	53,361,932	56,401,819
Rye.....	"	2,794,327	3,611,008	5,972,594	3,692,331
Barley.....	"	10,294,913	4,800,705	4,073,269	4,868,616

EXPORTS FROM THE UNITED STATES BY CLASSES DURING
THE CALENDAR YEARS 1900, 1901, 1902 AND 1903.

As reported by Bureau of Statistics, Washington.

	1900.	1901.	1902.	1903.
Agriculture.....	\$904,655,411	\$940,241,149	\$819,862,105	\$913,584,571
Manufactures.....	441,406,942	395,144,030	410,650,967	421,453,915
Mining.....	39,222,902	40,416,597	36,085,284	44,780,473
Forest.....	54,481,148	50,491,255	52,931,225	64,132,420
Fisheries.....	8,074,684	7,426,684	8,513,399	6,860,601
Miscellaneous.....	5,169,027	4,368,986	5,225,511	6,754,866
Totals.....	\$1,453,010,112	\$1,438,078,651	\$1,333,268,491	\$1,457,575,865
Foreign.....	24,986,001	27,297,209	27,417,442	27,106,180
Grand totals.	\$1,477,946,113	\$1,465,375,860	\$1,360,685,933	\$1,484,681,995

STOCK OF WHEAT IN STORE AT ST. LOUIS AND EAST CLOSE OF EACH

Saturday Evening.	No. 2 Red.	No. 3 Red.	No. 4 Red.	Rejected Red	No. 2 White.	No. 3 White.	No. 4 White.	Rejected White.	No Grade Winter.	No. 2 Hard Winter.	No. 3 Hard Winter.	No. 4 Hard Winter.	Rejected Hard Winter.	No Grade Hard Winter.
Jan.	81,257,785	1,525,806	751,377	76,357	1,063,24,596	15,828	8,705	94,634	22,923	64,771	18,054	1,253	887	
"	101,169,154	1,493,496	739,725	74,157	1,063,24,596	16,191	8,701	93,714	31,221	74,381	19,090	2,348		
"	171,154,305	1,652,051	620,222	23,551	1,063,24,596	16,191	8,701	75,122	36,361	70,300	19,031	1,209		
"	241,175,913	1,660,534	616,557	20,488	1,063,23,596	15,842	8,701	70,304	38,775	75,262	17,952	2,585		
"	311,256,963	1,619,136	617,446	21,341	1,063,23,596	15,744	8,701	65,401	38,339	76,694	15,082	1,488		
Feb.	71,254,737	1,592,109	615,731	21,468	1,063,23,596	16,480	7,030	62,048	40,763	60,538	5,450			
"	141,205,401	1,558,387	614,892	21,468	1,063,23,596	17,986	7,958	53,336	43,084	65,551	6,781	686		
"	211,179,365	1,508,140	610,200	21,108	1,063,23,596	17,986	7,958	53,336	42,450	65,551	6,781	686		
"	281,146,995	1,405,682	569,328	53,197	1,063,23,596	17,555	967	13,849	40,537	73,288	13,717	2,209		
Mar.	71,095,362	1,323,201	496,015	21,906	1,063,23,596	16,961	967	48,966	39,167	96,273	25,011	3,263		
"	141,058,024	1,270,398	869,493	16,423	1,063,23,596	16,961	967	34,527	44,217	67,344	6,131	1,892		
"	211,017,379	1,131,689	242,694	15,703	1,063,23,596	16,961	967	34,527	38,177	68,209	22,899	2,963		
"	281,926,994	1,027,772	200,516	16,670	923,17,230	11,694	967	15,836	29,511	67,725	9,196	3,766		
April	4,908,282	866,610	186,000	15,703	923,12,974	11,694	967	15,303	20,721	63,165	15,498	5,633		
"	11,757,034	510,117	182,001	16,230	630,19,021	11,694	967	15,303	20,340	56,049	18,608	9,538		
"	18,508,380	222,415	155,567	16,303	923,19,021	10,736	967	16,819	21,967	48,071	29,129	9,538		
"	25,420,407	108,557	75,181	14,658	923,19,021	10,295		7,856	19,064	25,077	33,499	10,266		
May	2,398,052	91,689	54,862	2,158	923,16,256	9,872		1,881	9,375	14,291	8,688	729		
"	9,263,473	32,638	10,211	2,759	923,7,760	6,509		734	6,717	2,145	11,622	1,683		
"	16,210,767	37,845	12,252	1,248	923,7,760	7,155			2,185	4,987	5,513			
"	23,221,030	19,646	15,050	1,248		6,884	7,874			4,825	2,647			
"	30,212,048	37,059	10,886	1,248		6,874	7,874			906	4,558	3,192	552	
June	6,185,507	28,592	9,578	1,248		6,884	7,874			906	2,438	1,896		
"	13,185,507	28,592	9,578	1,248		6,884	7,874			906	2,438	1,896		
"	20,186,600	28,592	9,892	1,248		6,721	7,874			68	906	2,438		
"	27,198,650	32,721	10,532	1,248		6,721	7,874			68	906	2,444	1,928	
July	4,197,338	36,998	9,868	2,668		5,624	7,874			811	906	5,961	2,610	601
"	11,218,904	51,932	13,667	3,199	58	5,624	7,874			789	1,612	67,166	18,687	4,848
"	18,280,921	50,652	19,265	1,967		5,720	7,374			3,284	3,158	17,092	8,422	6,458
"	25,872,693	33,644	2,632	7,597	6,535	7,374				4,345	4,759	42,680	30,722	10,189
Aug.	1,650,442	143,763	65,899	4,115	280	6,476	7,874			8,432	20,935	69,120	64,711	11,861
"	8,882,496	258,327	105,613	5,904	1,107	6,903	7,374	125		17,054	110,130	78,152	65,660	12,850
"	15,123,195	274,624	156,371	9,073	1,107	6,779	7,374	125		20,677	180,463	68,198	59,666	11,683
"	22,135,350	310,107	168,860	11,815	1,461	6,773	7,874	125		23,671	204,141	69,167	64,964	10,840
"	29,155,461	159,663	196,661	13,346	1,461	5,963		125		25,254	230,422	84,581	76,706	11,845
Sept.	61,657,034	193,459	215,277	16,470	1,497	5,946	6,733	134		48,429	232,688	103,711	88,655	6,068
"	121,726,355	157,166	216,123	18,714	1,460	6,007	6,733	125		60,352	239,627	127,600	92,854	4,915
"	191,725,292	179,233	235,786	21,588	575	5,446	6,733	125		76,701	298,540	165,650	127,346	9,638
"	261,689,891	179,233	235,786	21,588	1,460	5,015	6,859	125		93,887	348,481	189,680	169,585	13,336
Oct.	31,655,629	167,222	228,433	22,738	1,460	5,014	6,733	125		107,783	338,282	222,227	199,796	17,675
"	101,667,731	128,628	236,658	25,281	585	4,493	6,408	125		107,304	339,283	238,839	201,318	15,651
"	171,765,241	140,375	203,574	14,800	2,660	2,718	5,056			90,783	338,282	222,227	199,796	17,675
"	241,848,886	157,111	193,968	15,627	1,572	2,718	2,063			80,159	342,430	226,043	191,648	10,185
"	312,182,617	170,981	154,762	19,909	1,576	2,718	1,353			63,188	347,011	238,164	167,359	9,877
Nov.	72,606,958	170,596	80,240	19,906	1,576	2,718	1,353			38,597	344,231	240,577	174,268	10,660
"	142,906,350	144,335	92,633	9,483	1,576	871				20,849	352,406	239,843	172,751	11,701
"	213,046,069	116,483	79,793	9,500	1,572	871				16,056	361,701	245,630	171,693	10,660
"	283,303,943	96,715	73,517	9,496	1,572	871				13,316	355,845	251,977	155,268	10,660
Dec.	53,608,821	99,725	79,058	7,181	1,572	1,111				350,801	248,719	142,849	10,660	25,013
"	123,932,030	87,903	74,982	7,168	1,572	1,173				11,062	341,361	249,445	134,505	10,660
"	194,263,912	38,452	85,718	101,572	93					12,797	335,865	225,297	29,869	10,660
"	264,597,616	19,897	74,372	3,532	2,468	871				12,118	300,834	218,157	112,655	10,660

**ST. LOUIS IN PUBLIC ELEVATORS, BY GRADES, AT THE
WEEK, DURING 1903.**

No. 2 Spring.	No. 3 Spring.	No. 4 Spring.	No. 2 White Spring.	No. 3 White Spring.	No. 4 White Spring.	Rejected Spring.	No Grade Spring.	No. 2 Mixed.	No. 3 Mixed.	No. 4 Mixed.	Rejected Mixed.	2 Colorado.	3 Colorado.	Screenings.	Weevily.	Total Wheat. Bushels
1,352	1,400	636	29,558	12,968	728	.....	.....	.....	.....	.....	.....	9,055	2,749	.....	.....	3,921,981
1,352	725	2,144	31,728	12,267	728	.....	.....	.....	.....	.....	444	9,055	2,749	.....	.....	3,809,028
2,015	720	2,144	33,120	12,267	728	.....	.....	.....	.....	.....	444	9,055	2,749	.....	.....	3,765,945
2,015	720	.....	32,965	13,297	728	.....	.....	.....	.....	.....	1,141	9,055	2,749	.....	.....	3,792,953
3,111	720	2,055	33,863	13,297	728	.....	.....	225	.....	.....	1,141	9,055	2,749	.....	.....	3,828,884
3,111	720	.....	256	33,863	13,297	728	.....	993	.....	.....	444	9,055	2,749	.....	.....	3,766,331
2,015	.....	256	33,863	13,297	728	.....	.....	993	.....	.....	444	9,055	2,749	.....	.....	3,683,309
2,015	.....	256	33,863	13,297	728	.....	.....	993	.....	.....	444	9,055	2,749	.....	.....	3,601,677
2,015	.....	256	33,863	13,297	1,840	.....	.....	993	.....	.....	444	9,055	2,749	.....	.....	3,426,280
2,015	.....	256	33,409	13,297	1,788	.....	.....	993	.....	.....	444	9,005	2,749	.....	.....	3,250,583
2,015	.....	33,409	13,297	1,356	.....	.....	.....	993	.....	.....	.....	9,055	2,749	.....	.....	2,973,632
2,015	.....	26,512	13,297	675	.....	.....	.....	993	.....	.....	.....	9,055	2,749	.....	.....	2,671,846
2,015	.....	900	25,663	11,042	675	.....	.....	.....	993	.....	.....	9,055	2,749	.....	.....	2,370,915
2,015	.....	900	21,143	7,862	675	619	.....	.....	.....	707	.....	9,055	2,749	.....	.....	2,175,246
1,070	.....	900	19,890	7,156	675	1,167	.....	.....	.....	707	.....	7,185	2,028	.....	.....	1,658,903
1,070	990	900	19,890	7,156	675	2,285	.....	.....	.....	707	.....	7,185	2,028	.....	.....	1,192,784
1,070	.....	3,896	19,210	7,156	675	2,285	.....	.....	64	707	.....	7,185	2,028	.....	.....	789,175
1,070	.....	.....	16,139	7,156	675	.....	.....	.....	.....	.....	.....	7,185	1,000	.....	.....	642,001
1,070	.....	.....	16,139	8,003	675	.....	.....	1,349	.....	.....	.....	7,185	1,000	.....	.....	383,115
408	232	16,139	8,654	8,003	675	659	.....	663	.....	.....	.....	7,185	1,000	.....	.....	326,835
408	232	.....	16,790	8,003	675	659	.....	663	685	.....	.....	7,185	1,000	.....	.....	314,617
408	232	788	15,189	7,003	675	.....	.....	894	663	685	.....	7,185	1,000	.....	.....	318,681
408	232	76	5,694	4,956	675	.....	.....	394	663	685	.....	7,185	1,000	.....	.....	265,690
408	232	76	5,694	4,956	675	.....	.....	394	663	685	.....	7,185	1,000	.....	.....	265,690
408	232	76	5,694	4,956	675	.....	.....	394	663	685	.....	7,185	1,000	.....	.....	267,211
408	232	70	5,694	4,956	675	.....	.....	894	663	685	.....	7,185	1,000	.....	.....	284,555
.....	746	70	2,347	2,967	675	163	.....	894	663	685	.....	7,185	1,000	.....	.....	280,351
.....	746	1,456	2,347	2,967	675	163	.....	894	.....	685	.....	.....	.....	.....	893	404,076
.....	233	1,125	3,813	1,550	675	.....	.....	894	.....	685	.....	.....	.....	.....	898	418,323
.....	233	70	3,754	1,550	2,169	.....	.....	894	.....	685	.....	.....	.....	.....	.....	619,252
.....	1,513	2,430	8,754	1,550	675	.....	.....	894	15,292	696	.....	.....	.....	.....	.....	1,098,748
.....	1,513	2,436	2,753	1,550	675	.....	.....	728	21,760	4,123	.....	.....	.....	.....	198	1,608,807
.....	1,513	2,438	2,753	1,550	675	.....	.....	728	56,066	6,452	.....	.....	.....	.....	1,836	2,126,140
.....	1,513	1,564	2,753	1,550	675	.....	.....	.....	72,508	11,305	1,631	.....	.....	.....	1,836	2,352,751
.....	1,513	1,564	2,697	702	675	.....	.....	.....	52,424	20,077	9,530	.....	.....	.....	1,025	2,538,258
.....	1,513	1,564	2,697	1,923	675	.....	.....	718	91,069	24,831	5,980	906	.....	.....	1192	2,725,979
.....	1,513	1,564	4,808	2,622	675	.....	.....	718	95,619	38,965	6,697	906	.....	.....	1193	2,835,508
.....	2,607	1,564	6,540	3,183	675	.....	.....	718	117,909	67,222	12,460	906	.....	.....	1193	3,099,457
.....	2,607	1,564	6,555	3,728	675	.....	.....	718	104,261	76,719	12,460	1,884	.....	.....	1194	3,206,336
.....	1,752	909	5,655	6,466	3,584	.....	1,419	188,792	89,382	15,330	2,542	.....	.....	.....	1194	3,313,549
.....	1,094	839	5,655	6,154	3,266	.....	1,419	186,835	92,782	17,056	2,542	.....	.....	.....	1194	3,311,091
.....	1,094	839	3,947	5,271	4,841	.....	1,428	128,613	101,025	11,268	1,895	.....	.....	.....	849	3,239,741
.....	710	1,094	839	5,420	6,454	213	.....	1,425	126,006	92,172	12,086	1,888	.....	.....	849	3,349,894
.....	710	1,094	839	3,170	5,616	250	.....	706	111,006	93,230	11,415	978	.....	.....	849	3,627,102
.....	710	1,094	839	3,170	3,118	250	.....	706	65,853	100,812	11,415	978	.....	.....	.....	3,915,538
.....	710	1,094	839	6,545	6,042	4,614	.....	706	66,641	97,603	11,215	.....	.....	.....	.....	4,177,537
.....	710	1,094	839	6,615	5,451	2,977	.....	706	66,849	97,603	11,215	.....	.....	.....	.....	4,287,725
.....	710	1,094	507	8,115	5,893	6,000	.....	701	74,150	75,919	5,682	.....	.....	.....	.....	4,476,949
.....	.....	.....	7,011	4,997	6,000	.....	.....	706	41,562	72,281	5,682	.....	.....	.....	.....	4,725,379
.....	1,094	238	5,911	4,997	6,000	.....	.....	701	7,065	51,129	5,682	.....	.....	.....	.....	4,958,685
.....	1,094	238	3,865	3,907	4,865	.....	.....	701	6,396	22,041	5,682	.....	.....	.....	.....	5,171,619
.....	1,094	238	3,865	4,593	3,365	.....	.....	701	10,062	20,356	5,682	.....	.....	.....	.....	5,421,040

STOCK OF CORN IN STORE AT ST. LOUIS AND EAST ST. OF EACH WEEK

Saturday Evening.		No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.
Jan.	8.....	1,888,288	182,783	11,881	177,233	50,275
"	10.....	1,879,112	186,862	8,189	176,233	49,311
"	17.....	1,171,009	180,814	2,504	168,938	46,264
"	24.....	892,500	183,868	4,366	111,400	19,742
"	31.....	647,042	176,042	7,280	87,155	58,885
Feb.	7.....	888,480	173,981	7,849	81,880	34,208
"	14.....	224,204	166,686	6,967	81,657	27,176
"	21.....	264,872	150,101	7,560	88,104	35,280
"	28.....	197,049	144,297	14,817	48,601	35,882
March	7.....	214,721	151,446	21,147	87,118	55,990
"	14.....	73,325	62,573	18,870	21,708	85,622
"	21.....	94,676	65,148	21,779	8,016	111,968
"	28.....	89,866	86,260	20,553	4,794	109,047
April	4.....	41,789	71,385	16,220	8,851	66,862
"	11.....	56,332	49,546	13,362	19,880	35,133
"	18.....	77,619	28,113	11,558	11,896	20,396
"	25.....	106,155	21,890	6,716	4,111	14,692
May	2.....	92,418	44,815	1,696	4,086	14,127
"	9.....	76,242	97,431	2,200	4,986	9,284
"	16.....	8,517	21,073	1,080	478	1,743
"	23.....	186	1,998	14	1,748	2,243
"	30.....	6,264	8,383	4,210	359	15,657
June	6.....	6,473	6,007	2,076	7,051	8,385
"	13.....	4,377	6,007	2,076	7,051	5,683
"	20.....	1,666	6,007	3,610	5,464	916
"	27.....	1,086	6,883	8,018	2,038	916
July	4.....	10,752	19,384	4,057	2,249	3,428
"	11.....	69,067	30,640	7,641	20,739	20,430
"	18.....	94,876	41,510	11,019	27,413	13,629
"	25.....	105,838	45,537	9,291	27,938	20,297
Aug.	1.....	128,406	48,533	8,532	85,995	17,642
"	8.....	146,988	52,287	8,309	21,807	24,590
"	15.....	158,974	57,043	4,448	26,065	19,315
"	22.....	155,790	44,849	4,448	87,499	20,526
"	29.....	187,278	81,869	8,838	44,467	22,810
Sept.	5.....	104,239	84,487	3,838	19,726	17,772
"	12.....	56,675	36,094	3,838	11,543	12,740
"	19.....	64,814	10,239	3,197	9,929	17,105
"	26.....	60,972	3,523	3,197	12,628	15,547
Oct.	3.....	54,828	3,286	3,197	11,168	16,766
"	10.....	49,676	2,189	3,197	11,168	12,794
"	17.....	27,680	3,256	3,197	6,756	12,577
"	24.....	16,292	10,669	3,886	6,185	13,728
"	31.....	16,292	8,473	3,197	6,185	13,728
Nov.	7.....	9,280	8,477	3,197	6,185	5,488
"	14.....	3,603	484	2,667	1,908	66
"	21.....	8,663	484	2,667	1,908	66
"	28.....	8,663	484	2,667	3,105	66
Dec.	5.....	9,688	484	2,581	1,998	.....
"	12.....	10,860	888	3,371	.....	.....
"	19.....	17,880	388	2,581	.....	.....
"	26.....	15,908	888	2,581	.....	.....

LOUIS IN PUBLIC ELEVATORS BY GRADES AT THE CLOSE
DURING 1903.

Saturday Evening.	No. 4 White.	No. 2 Yellow.	No. 3 Yellow	No Grade.	Corn and Wheat Mixed.	Total Corn, bushels.
Jan. 8.....	745	80,745	7,284	.....	.....	1,848,684
" 10.....	741	6,971	7,288	.....	.....	1,806,697
" 17.....	745	1,698	8,200	.....	.....	1,570,112
" 24.....	744	2,603	867	.....	.....	1,248,070
" 31.....	744	8,695	1,757	.....	.....	868,810
Feb. 7.....	744	8,260	8,592	.....	.....	698,269
" 14.....	743	1,965	8,455	975	.....	461,676
" 21.....	.....	1,684	4,710	975	.....	497,195
" 28.....	.....	2,551	6,229	975	.....	445,850
March 7.....	.....	7,287	12,440	975	.....	501,078
" 14.....	1,050	5,000	12,868	.....	.....	261,006
" 21.....	1,058	2,785	14,518	1,185	.....	521,123
" 28.....	1,053	2,785	10,551	1,185	.....	274,790
April 4.....	1,050	4,981	18,414	1,082	.....	226,084
" 11.....	1,053	5,297	6,648	1,082	.....	189,278
" 18.....	.....	1,900	4,618	4,969	.....	155,560
" 25.....	.....	8,694	1,015	1,082	.....	189,806
May 2.....	787	.....	.....	2,589	.....	160,567
" 9.....	884	491	2,548	973	.....	194,989
" 16.....	97	177	.....	.....	.....	81,159
" 23.....	97	.....	.....	5,241	.....	11,472
" 30.....	97	.....	.....	8,508	.....	88,475
June 6.....	97	.....	2,859	2,002	.....	84,968
" 13.....	97	.....	2,859	.....	.....	28,154
" 20.....	97	.....	2,859	1,896	.....	21,517
" 27.....	97	.....	718	8,986	.....	19,272
July 4.....	97	1,848	8,097	6,752	.....	51,680
" 11.....	4,083	8,279	2,741	12,887	.....	170,867
" 18.....	5,530	9,172	4,845	19,817	.....	227,861
" 25.....	5,530	9,811	6,890	24,619	.....	254,805
Aug. 1.....	5,530	8,060	8,445	22,154	.....	268,845
" 8.....	5,204	2,358	8,658	15,765	.....	275,816
" 15.....	8,277	1,557	8,128	8,478	.....	282,280
" 22.....	878	1,557	1,496	6,287	.....	278,523
" 29.....	97	1,895	1,496	5,019	.....	248,556
Sept. 5.....	97	2,210	1,496	4,075	.....	187,969
" 12.....	97	2,645	1,496	4,065	.....	129,893
" 19.....	97	914	1,496	5,265	.....	118,076
" 26.....	97	165	1,496	7,141	.....	104,968
Oct. 3.....	97	165	1,496	4,921	.....	90,926
" 10.....	97	165	1,496	4,921	.....	85,908
" 17.....	97	165	1,496	2,611	.....	57,815
" 24.....	97	.....	1,496	2,610	.....	54,968
" 31.....	97	.....	1,496	1,856	.....	51,825
Nov. 7.....	97	.....	1,496	871	.....	85,101
" 14.....	.....	.....	.....	.....	.....	8,778
" 21.....	.....	.....	.....	.....	.....	8,778
" 28.....	.....	.....	.....	.....	.....	9,585
Dec. 5.....	.....	.....	.....	.....	.....	14,596
" 12.....	.....	.....	.....	.....	.....	14,596
" 19.....	.....	.....	.....	.....	.....	20,749
" 26.....	.....	.....	.....	.....	.....	15,677

STOCK OF OATS, RYE AND BARLEY IN STORE IN PUBLIC AT CLOSE OF EACH

OATS.

Saturday Evening.	No. 2.	No. 3.	No. 4.	No. 2 White.	No. 3 White.	No. 4 White.	Two Color.	No Grade.	No Grade White.	Standard.	Total Oats Bush.
Jan. 3	20,958	2,029			2,864	154					26,005
" 10	23,057	2,029				1,356					26,481
" 17	28,215	8,356			3,674	4,982					45,227
" 24	29,482	8,590	154		5,254	5,218					48,698
" 31	34,392	9,122			8,884	18,021					70,419
Feb. 7	36,787	7,967	3,480		12,615	27,951					88,809
" 14	37,403	6,718	3,638		4,489	35,982					88,175
" 21	41,028	10,800	12,193		4,489	40,438					108,938
" 28	41,792	11,480	12,337		3,525	47,635					116,769
Mch. 7	44,032	11,706	14,596			49,44,221					114,604
" 14	44,032	15,401	14,394			49,43,396					117,272
" 21	44,032	12,485	13,414		8,412	43,340					121,683
" 28	44,032	12,485	18,164		9,784	32,247					111,713
April 4	42,551	13,980	12,158		9,784	34,339					112,813
" 11	36,551	11,228	12,158		9,784	31,717					101,439
" 18	42,432	10,604	9,587		9,784	23,488					95,835
" 25	58,101	17,616	9,577			16,977					102,271
May 2	59,674	24,129	9,575			26,065		1,821			121,364
" 9	59,948	24,487	20,111			18,392		1,821			124,759
" 16	65,239	22,482	7,076		2,491	16,958					114,695
" 23	69,598	22,216	10,154		3,764	27,676		685			124,038
" 30	60,156	17,375	6,451			473					84,455
June 6	50,503	3,118	4,888			3,281					61,790
" 13	49,261	3,118	4,888			3,281					60,548
" 20	33,891	2,065	4,888			3,281					44,126
" 27	20,854	2,065	7,729			5,241					35,889
July 4	19,854	2,691	5,815			1,308					29,698
" 11	19,854	4,346	6,331			2,554					33,085
" 18	19,854		2,748			588		1,015			24,205
" 25	19,854	2,274	2,047			2,400		4,242			30,817
Aug. 1	19,854	4,124	4,626			3,653		2,160	6,178		40,595
" 8	36,826	5,244	3,604			1,877		3,426	7,644		61,235
" 15	42,384	4,333	8,684			1,977		1,502	6	8,724	68,110
" 22	52,787	9,821	12,526	1,978		1,163		4,622			82,900
" 29	58,608	11,586	12,633			161					82,835
Sept. 5	50,746	11,598	10,278			161		897			78,080
" 12	59,440	11,707	10,278			161		897			62,484
" 19	24,969	10,300	10,278			161		897			46,604
" 26	29,115	12,821	11,610			161		897			58,309
Oct. 3	27,115	15,898	14,168			1,013	2,116	897			60,907
" 10	30,584	16,529	17,461			1,011	5,723	897			72,205
" 17	28,661	17,179	17,463			82	4,630		3,836		71,351
" 24	27,414	18,208	18,182			1,412	21,782			8,427	93,761
" 31	26,192	18,544	17,884	13,044		2,642	4,976		4,713		86,956
Nov. 7	25,192	23,289	20,075			2,642	23,084		3,460		97,692
" 14	25,192	18,936	17,902			1,814	27,140		3,836		95,148
" 21	25,192	18,214	17,218	1,169		1,814	23,320		3,836		89,763
" 28	25,192	17,689	17,349			1,814	43,876		3,696		108,995
Dec. 5	28,935	23,025	21,242			1,814	37,775		3,144		115,492
" 12	28,935	25,524	18,375	3,391		453	27,588	10,724	2,359		117,409
" 19	28,935	30,678	22,849	4,031		5,862	35,512		1,191		129,115
" 26	28,935	32,381	22,441	5,570		1,949	32,667		1,191		125,194

ELEVATORS IN ST. LOUIS AND EAST ST. LOUIS BY GRADE WEEK DURING 1903.

RYE.						BARLEY.
Saturday Evening.	No. 2.	No. 3.	No. 4.	No Grade.	Total Rye. Bushels.	Total Barley. Bushels.
Jan. 6.....	8,882	10,198	4,166	1,011	24,252	.....
" 10.....	8,882	10,906	8,968	1,011	24,765	.....
" 17.....	8,882	11,406	4,164	1,018	25,465	1,268
" 24.....	8,817	11,871	4,164	1,012	25,364	1,258
" 31.....	7,589	10,559	4,564	1,018	23,835	2,072
Feb. 7.....	9,369	10,888	8,060	1,018	28,830	3,677
" 14.....	9,424	10,790	2,862	1,018	24,089	8,094
" 21.....	9,424	10,790	2,862	1,018	24,089	8,382
" 28.....	18,058	11,048	2,767	1,018	27,896	2,429
Mch. 7.....	16,298	14,853	2,862	1,018	35,021	7,298
" 14.....	16,681	14,554	8,334	1,018	35,532	7,298
" 21.....	19,016	14,552	8,334	1,018	37,915	7,298
" 28.....	27,550	14,739	8,334	1,018	46,636	8,144
April 4.....	26,729	17,174	8,297	1,806	49,004	.....
" 11.....	21,620	19,760	6,426	1,018	48,809	2,562
" 18.....	22,856	18,789	4,206	1,018	46,862	8,628
" 25.....	16,887	12,616	4,206	1,018	34,224	4,589
May 2.....	11,174	18,694	8,458	1,018	29,334	4,589
" 9.....	8,063	14,692	4,419	1,018	28,177	8,628
" 16.....	6,708	4,816	1,208	1,011	18,788	8,628
" 23.....	7,694	5,741	845	1,096	15,816	8,628
" 30.....	5,760	5,741	870	1,011	18,871	8,185
June 6.....	5,720	5,280	870	1,011	12,881	2,189
" 13.....	5,720	5,280	870	1,011	12,881	2,189
" 20.....	5,720	5,280	870	1,011	12,881	2,189
" 27.....	5,720	5,280	845	1,011	12,866	78
July 4.....	5,720	5,280	845	1,011	12,858	73
" 11.....	9,480	5,280	845	1,011	16,618	78
" 18.....	11,405	4,844	845	.....	17,096	78
" 25.....	14,826	6,852	174	.....	21,852	78
Aug. 1.....	15,884	6,852	174	.....	22,861	78
" 8.....	15,884	6,852	174	.....	22,861	78
" 15.....	25,912	6,852	174	.....	32,439	.....
" 22.....	27,198	6,858	174	.....	33,715	.....
" 29.....	14,049	7,150	1,888	.....	22,587	.....
Sept. 5.....	15,168	6,262	680	.....	22,094	.....
" 12.....	12,892	6,667	578	.....	20,132	.....
" 19.....	12,534	5,990	578	.....	19,097	943
" 26.....	12,584	5,990	578	.....	19,097	943
Oct. 3.....	12,584	8,852	578	.....	21,469	926
" 10.....	12,927	12,008	578	1,104	26,612	926
" 17.....	4,471	10,998	.....	1,104	16,568	.....
" 24.....	5,822	17,589	.....	1,870	24,731	866
" 31.....	4,169	21,056	.....	766	25,981	8,687
Nov. 7.....	5,294	17,571	.....	766	23,631	10,185
" 14.....	4,744	16,487	.....	766	21,947	10,119
" 21.....	4,744	16,487	.....	766	21,947	9,852
" 28.....	8,705	20,422	.....	766	29,898	18,859
Dec. 5.....	11,282	22,287	.....	766	34,295	81,854
" 12.....	12,299	28,777	.....	766	36,842	87,068
" 19.....	11,454	28,027	.....	766	40,247	85,647
" 26.....	18,214	28,488	.....	.....	41,649	82,596

STOCK OF GRAIN AT ST. LOUIS AND EAST ST. LOUIS IN PUBLIC ELEVATORS

EACH SATURDAY EVENING DURING 1903.

SATURDAY EVENING.		Wheat, bushels.	Corn, bushels.	Oats, bushels.	Rye, bushels.	Barley, bushels.
January	3	3,921,181	1,849,684	26,005	24,252	.....
	10	3,809,028	1,809,697	26,481	24,765	.....
	17	3,765,945	1,570,112	45,227	26,465	1,288
	24	3,792,963	1,298,070	48,698	26,364	1,259
February	31	3,828,984	969,810	70,419	23,335	2,072
	7	3,766,381	698,269	88,800	23,680	3,577
	14	3,689,909	461,576	86,175	24,069	3,024
	21	3,601,677	497,196	108,998	24,099	3,852
March	28	3,426,360	445,360	116,769	27,896	2,429
	7	3,280,983	501,078	114,604	26,021	7,298
	14	2,973,632	261,006	117,272	26,532	7,293
	21	2,671,946	321,126	121,683	27,915	7,293
April	28	2,370,915	274,790	111,712	46,635	3,144
	5	2,175,346	225,034	112,812	49,004	.....
	11	1,658,908	168,278	101,439	48,809	2,552
	18	1,192,784	155,660	96,896	46,852	3,628
May	25	789,175	159,866	102,271	54,224	4,589
	2	642,001	160,567	121,264	29,334	4,539
	9	383,115	194,939	124,759	28,177	3,628
	16	326,886	81,159	114,666	13,788	3,628
June	23	314,617	11,472	124,098	18,316	3,628
	30	318,881	88,475	84,455	13,371	3,186
	6	265,690	84,953	61,790	12,831	2,139
	13	265,690	28,154	60,548	12,831	2,139
July	20	267,311	21,517	44,126	12,831	2,139
	27	284,555	19,273	36,889	12,856	.....
	4	280,351	51,660	29,668	12,858	73
	11	404,078	170,867	83,065	16,618	73
August	18	418,528	227,381	24,205	17,045	73
	25	619,352	254,805	30,817	21,352	73
	1	1,003,748	268,345	40,595	22,351	73
	8	1,608,907	275,816	61,235	22,351	73
September	15	2,126,140	282,280	68,110	32,439	.....
	22	2,352,751	273,822	82,000	33,715	.....
	29	2,538,358	248,556	83,385	22,537	.....
	6	2,725,979	187,939	78,680	22,094	.....
October	13	2,835,508	128,398	62,484	20,132	.....
	20	3,099,457	113,076	46,604	19,097	943
	27	3,206,386	104,966	53,208	19,097	943
	3	3,313,549	95,926	60,007	21,459	926
November	10	3,311,081	85,903	72,206	26,612	926
	17	3,299,741	57,815	71,351	16,538	.....
	24	3,349,984	54,963	93,761	24,781	696
	31	3,637,102	51,325	86,495	25,931	3,637
December	7	8,915,588	35,101	97,192	23,631	10,119
	14	4,177,587	8,773	95,148	21,947	10,119
	21	4,287,726	8,773	89,768	21,947	9,863
	28	4,476,949	9,896	108,166	29,898	13,850
January	5	4,725,879	14,636	115,492	34,295	31,654
	12	4,958,685	14,569	117,409	36,842	37,053
	19	5,171,619	20,749	129,118	40,247	35,647
	26	5,421,940	18,677	128,194	41,649	32,656

STOCK OF WHEAT IN MILLS AND PRIVATE ELEVATORS, NOT INCLUDED IN ABOVE.

Bushels.		Bushels.		Bushels.	
Jan. 1	789,000	May 1	353,000	Sept. 1	517,000
Feb. 1	871,000	June 1	356,000	Oct. 1	597,000
March 1	639,484	July 1	294,000	Nov. 1	543,000
April 1	458,500	August 1	402,000	Dec. 1	574,000

VISIBLE SUPPLY OF GRAIN FOR 1903.

AT THE DIFFERENT POINTS OF ACCUMULATION IN THE UNITED STATES
AND CANADA AND IN TRANSIT DURING 1903, AS REPORTED
BY THE CHICAGO BOARD OF TRADE.

1903.	Wheat. Bus.	Corn. Bus.	Oats. Bus.	Rye, Bus.	Barley, Bus.
January 8.....	49,788,000	6,584,000	4,804,000	1,097,000	2,876,000
10.....	50,116,000	6,925,000	4,837,000	1,038,000	2,508,000
17.....	49,727,000	7,050,000	4,196,000	1,071,000	2,862,000
24.....	49,056,000	7,885,000	4,009,000	1,003,000	2,288,000
31.....	48,447,000	8,290,000	4,030,000	996,000	2,317,000
February 7.....	48,429,000	9,510,000	4,725,000	929,000	2,116,000
14.....	48,970,000	10,490,000	5,143,000	964,000	2,088,000
21.....	48,964,000	10,481,000	5,974,000	988,000	1,852,000
28.....	47,807,000	10,219,000	6,798,000	1,090,000	1,886,000
March 7.....	46,757,000	11,291,000	7,002,000	1,031,000	1,774,000
14.....	46,066,000	10,812,000	7,317,000	1,047,000	1,687,000
21.....	46,066,000	10,637,000	7,182,000	956,000	1,708,000
26.....	48,201,000	10,202,000	7,357,000	1,077,000	1,696,000
April 4.....	41,968,000	9,841,000	7,349,000	1,118,000	1,708,000
11.....	40,164,000	8,999,000	6,679,000	1,099,000	1,662,000
18.....	37,271,000	8,344,000	6,479,000	964,000	1,618,000
26.....	36,666,000	7,734,000	6,508,000	1,137,000	1,586,000
May 2.....	36,466,000	6,459,000	6,226,000	1,149,000	1,242,000
9.....	32,446,000	6,210,000	6,302,000	1,102,000	1,261,000
16.....	30,655,000	5,212,000	5,874,000	1,078,000	1,126,000
23.....	27,202,000	4,896,000	5,489,000	1,152,000	1,060,000
30.....	24,528,000	4,886,000	4,802,000	1,072,000	980,000
June 6.....	22,711,000	4,931,000	4,216,000	800,000	674,000
13.....	20,004,000	4,881,000	4,067,000	669,000	582,000
20.....	18,460,000	5,410,000	4,177,000	762,000	574,000
27.....	17,459,000	5,967,000	4,555,000	706,000	515,000
July 4.....	15,970,000	7,218,000	4,354,000	678,000	446,000
11.....	14,311,000	7,448,000	4,346,000	535,000	467,000
18.....	18,067,000	7,619,000	4,491,000	614,000	410,000
26.....	12,960,000	7,311,000	5,229,000	634,000	366,000
August 1.....	13,414,000	6,992,000	6,488,000	658,000	348,000
8.....	13,099,000	6,827,000	6,306,000	587,000	400,000
15.....	12,538,000	6,659,000	6,002,000	498,000	397,000
22.....	12,710,000	6,447,000	5,964,000	561,000	324,000
29.....	13,203,000	5,888,000	6,996,000	507,000	697,000
September 5.....	13,350,000	6,447,000	7,446,000	648,000	1,189,000
12.....	14,166,000	6,925,000	7,432,000	709,000	1,532,000
19.....	15,927,000	7,907,000	6,937,000	789,000	2,104,000
26.....	17,289,000	8,326,000	6,156,000	777,000	2,566,000
October 3.....	19,489,000	9,090,000	6,453,000	884,000	3,347,000
10.....	20,868,000	8,898,000	6,821,000	968,000	4,059,000
17.....	22,295,000	8,411,000	7,889,000	961,000	4,899,000
24.....	22,484,000	7,324,000	7,622,000	1,021,000	5,064,000
31.....	22,216,000	7,332,000	8,079,000	1,026,000	4,968,000
November 7.....	25,155,000	7,776,000	9,245,000	1,077,000	4,989,000
14.....	27,946,000	7,280,000	9,792,000	1,136,000	5,231,000
21.....	29,472,000	6,116,000	9,308,000	1,338,000	5,656,000
28.....	30,140,000	5,867,000	9,584,000	1,119,000	5,697,000
December 5.....	32,042,000	5,584,000	8,115,000	1,259,000	6,885,000
12.....	34,404,000	5,598,000	8,277,000	1,153,000	5,962,000
19.....	34,567,000	5,687,000	8,529,000	1,306,000	5,944,000
26.....	36,885,000	5,728,000	8,830,000	1,276,000	5,660,000

MISSOURI CROP REVIEW, 1903.

By GEO. B. ELLIS, Secretary State Board of Agriculture.

CORN.

The early spring was very unfavorable for planting and cultivating the corn crop, and on account of the very large crop in 1902, and too much rain, but little fall plowing had been done, which put the farmers much behind with their spring planting.

For the previous five years, an average of 92 per cent of the whole corn crop for the State was planted on June 1st, compared with only 82 per cent of the crop that was planted on the same date this year. The excessive rainfall in the early part of June, overflowing practically all the bottom land along the Mississippi and Missouri rivers and tributaries, causing all the bottom corn to be planted over, reduced the acreage planted on June 1st to about 75 per cent of the whole crop. The August crop report showed that 61 per cent of the overflowed corn area had been replanted, making the final estimated acreage for this year 6,882,000 acres, which is 811,000 acres less than that of the crop gathered last year. More detailed information is given in the following table which gives a comparison of this year's crop with the crop of 1902.

*CORN.

Table showing acres in cultivation, yield per acre, total yield in bushels by sections and for the State, etc., for the years 1902 and 1903:

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 23 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres in cultivation, 1902.....	1,508,000	2,568,000	1,171,000	1,781,000	919,000	7,957,000
Acres in cultivation, 1903.....	1,298,000	2,174,000	1,066,000	1,499,000	855,000	6,902,000
Acreage 1903 compared with 1902, percent....	86	92	91	86	93	89.5
Average yield per acre bushels, 1902.....	48.8	48.6	41.8	35.5	31.6	40
Average yield per acre bushels, 1903.....	27.8	33.4	33.8	24	29.6	29.7
Quality grain, 1902, %...	98	98	98	98	98	98
Quality grain, 1903, %...	79	80	85	78	91	83
Farm price per bushel, November, 1902, cts....	80.6	81.4	29.5	81.7	37.3	32.1
Farm price per bushel, November, 1903, cts....	84	84.4	32.8	86.8	39.2	35.3
Total yield bus., 1902....	85,840,000	108,026,000	48,821,000	61,451,000	29,226,000	307,864,000
Total yield bus., 1903....	85,084,000	72,612,000	35,426,000	35,786,000	24,785,000	204,725,000
Total value crop, 1902....	\$19,594,000	\$22,850,000	\$14,255,000	\$19,450,000	\$10,990,000	\$97,089,000
Total value crop, 1903....	\$12,859,000	\$24,979,000	\$11,465,000	\$12,962,000	\$9,744,000	\$71,833,000
Part of crop harvested for fodder, % 1902....	28	24	34	27	48	31
Part of crop harvested for fodder, % 1903....	33	28	38	35	42	35

* Value of grain only. Does not include value of fodder.

WHEAT.

The wheat acreage sown in the fall of 1902 was 2,821,900 acres, or about 11 per cent below that sown the previous year. The condition of the plant on December 1st was 96, which is considerably above the average. On April 1st, this year, the condition was 91, which is seven

points above the average at that time of year for the previous five years, and was practically the same as the condition of the excellent crops of 1900, 1901 and 1902. From this date on until harvest the crop greatly deteriorated, which was caused by too much rain, ravages of Hessian fly, the grain plant lice, rust, blight and overflow, until at harvest it was estimated that 12.5 per cent of the whole crop was not harvested.

The acreage sown to wheat this fall is about six per cent below the acreage sown in 1902, the falling off caused by the poor quality of last year's crop, the fear of damage by Hessian fly and the deficiency of moisture in several counties during October and November. The only section in the State showing an increase over last year is the Southwest, where there is an increased acreage of five per cent. The greatest increase is shown in the same group of counties that showed the greatest decrease last year, viz: Johnson, Cass, Henry, Bates and Vernon. In several localities in the eastern and southern parts of the State the wheat has suffered from insufficient rainfall. A number of correspondents complain of poor germination on this account. The general average condition while 15 points below the very excellent condition of one year ago, is two points above the condition on same date in 1901, which crop produced the largest yield in the history of the State.

Further detailed information is given in the following table:

WHEAT.

Table showing acreage, yield, price, etc., of Wheat by sections and for the whole State for the years 1902 and 1903.

	N. E. Section, 20 counties.	N. W. Section, 21 counties.	Central Section, 21 counties.	S. W. Section, 28 counties.	S. E. Section, 29 counties.	Whole State, 114 counties.
Acres harvested in 1902	408,800	818,800	518,900	1,167,900	758,800	8,186,900
Acres sown fall 1902 for harvest 1903.....	404,200	255,000	462,600	988,700	786,400	2,881,900
Percent crop not harvested.....	8	7	14	10	15	12.5
Acres harvested in 1903	871,800	209,800	897,800	840,800	651,440	2,470,600
Average yield per acre 1902, bushels.....	22.4	22.4	22	18	16.4	19.8
Average yield per acre 1903, bushels.....	12	14	8	7	7.5	8.6
Total yield, 1902, bus...	9,146,000	7,141,000	11,806,000	21,008,000	12,444,000	61,045,000
Total yield, 1903, bus...	4,462,000	2,980,000	8,182,000	5,882,000	4,886,000	21,842,000
Quality of grain harvested 1902.....	96	98	98	98	98	96
Quality of grain harvested 1903.....	79	81	77	74	76	77
Average price per bu. on farm, Nov. 1, 1902.	\$0.59.2	\$0.57.4	\$0.54.4	\$0.55.2	\$0.58.9	\$0.56.8
Average price per bu. on farm Nov. 1, 1903.	\$0.70	\$0.67	\$0.69	\$0.69.7	\$0.71.6	\$0.69.8
Total value crop, 1902..	\$5,414,400	\$4,088,800	\$8,150,500	\$11,538,400	\$7,229,500	\$34,430,000
Total value crop, 1903..	\$3,128,400	\$1,968,100	\$2,186,800	\$4,089,800	\$3,498,400	\$14,880,300
New Crop Sown Fall 1903.						
Acreage sown compared with previous year, percent.....	91	86	91	105	87	95
Acres sown fall 1903.....	367,900	219,800	421,000	1,011,900	686,800	2,686,000
Condition of plant Dec. 1, 1903.....	88	87	83	87	82	85
Condition of plant, Dec. 1, 1902.....	100	98	98	90	101	96

OATS.

For several years the acreage planted in oats has gradually decreased on account of the unfavorable weather in the spring, and a great loss from rust. The acreage harvested in 1903 was estimated to be 755,800, which produced an average yield of 23 bushels, making a total production of 17,383,400 bushels, worth on the farm \$5,215,020.

HAY AND FORAGE.

The hay crop of Missouri is second only in importance to that of corn. The estimated acreage for 1903 is 3,235,000, which produced a total production of 5,176,000 tons, valued at \$33,644,000.

FLAX.

Most of the flax that is raised in Missouri is produced in the western part of the State, and on account of unfavorable weather for seeding in the spring there was a great reduction of acreage in this crop. It is estimated that there was sown this year 52,155 acres, which produced 323,360 bushels, valued at \$284,560.

POTATOES.

The acreage in potatoes is estimated at 87,340 acres, which was 7 per cent below the acreage of the previous year. On this acreage was produced 7,248,220 bushels, valued at \$5,146,335.

COTTON.

The acreage in cotton was estimated at 65,500, which produced an estimated yield of 18,317,000 tons, with a farm value of \$1,423,285.

NOTE.—All the above values are based on the price the farmer receives at home.

ACREAGE, PRODUCTION AND VALUE OF THE WHEAT CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	WINTER WHEAT.				SPRING WHEAT.					
	Acreage.	Yield per Acre.	Production.	Value per Bushel.	Total Value.	Acreage.	Yield per Acre.	Production.	Value per Bushel.	Total Value.
	Acres.	Bush.	Bushels.	Cents.		Acres.	Bush.	Bushels.	Cents.	
Maine.....	544,089	17.8	9,683,884	81	\$ 7,843,964					
Vermont.....	118,456	14.0	1,668,984	82	1,902,475					
New York.....	1,689,181	15.6	26,038,444	79	20,570,371					
Pennsylvania.....	1,114,469	10.2	11,167,788	78	910,875					
Delaware.....	909,667	12.5	10,120,988	79	7,996,463					
Maryland.....	904,557	8.7	6,959,646	64	6,879,703					
Virginia.....	633,060	5.1	3,228,505	97	3,131,748					
North Carolina.....	270,261	6.5	1,774,263	101	1,774,263					
South Carolina.....	299,958	6.2	1,859,740	96	1,785,380					
Georgia.....	112,133	9.1	1,020,410	95	989,390					
Alabama.....	3,569	8.0	26,552	98	26,553					
Mississippi.....	1,488,595	18.4	19,890,173	78	15,506,535					
Texas.....	274,654	7.0	1,922,575	78	1,499,611					
Arkansas.....	1,083,531	7.1	7,836,070	84	6,462,179					
Tennessee.....	404,785	10.2	4,128,907	85	3,509,486					
West Virginia.....	7,728	29.5	7,728,295	81	6,259,870					
Kentucky.....	570,028	13.7	26,303,515	80	22,642,812					
Ohio.....	2,065,950	15.5	15,524,872	77	11,964,144					
Michigan.....	1,001,604	10.0	23,964,080	70	18,715,843					
Indiana.....	2,369,403	8.4	16,571,940	75	12,428,985					
Illinois.....	1,972,850	10.0	16,571,940	75	12,428,985					
Wisconsin.....	132,784	18.6	2,463,762	72	1,778,243					
Minnesota.....	80,156	15.9	1,274,610	62	790,178					
Iowa.....	2,551,106	8.7	23,194,614	71	15,758,178					
Missouri.....	5,361,146	14.0	88,515,044	69	49,135,466					
Kansas.....	2,183,494	16.4	35,308,802	64	19,337,023					
Nebraska.....										
South Dakota.....										
North Dakota.....										
Montana.....										
Wyoming.....										
Colorado.....										
New Mexico.....										
Arizona.....										
Nevada.....										
Utah.....										
Idaho.....	127,769	21.0	2,682,989	75	2,012,204					
Washington.....	873,989	20.1	7,517,179	69	5,196,864					
Oregon.....	338,126	18.9	6,367,581	77	5,357,537					
California.....	1,888,410	11.2	20,528,152	87	18,205,787					
Oklahoma.....	1,643,130	14.9	24,462,587	63	15,424,061					
Indian Territory.....	249,691	12.0	2,996,232	69	2,067,441					
United States.....	52,510,510	12.8	399,967,260	71.6	\$286,242,849					
						16,954,457	14.0	237,854,885	65.9	\$156,781,977

ACREAGE, PRODUCTION AND VALUE OF THE CORN CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	\$
Maine.....	14,626	30.2	441,705	66	291,525
New Hampshire.....	29,049	21.0	610,029	63	384,318
Vermont.....	60,027	23.4	1,404,652	62	870,872
Massachusetts.....	44,803	24.0	1,075,272	66	709,680
Rhode Island.....	10,012	30.1	301,361	81	244,102
Connecticut.....	55,066	22.4	1,233,254	67	826,290
New York.....	619,421	25.0	15,485,525	60	9,291,515
New Jersey.....	272,276	24.0	6,534,624	57	3,724,786
Pennsylvania.....	1,456,655	31.2	45,447,686	57	25,905,158
Delaware.....	185,263	27.5	5,094,752	49	2,496,419
Maryland.....	622,692	28.7	17,871,580	51	9,114,848
Virginia.....	1,822,968	21.8	39,740,702	53	21,062,573
North Carolina.....	2,625,482	14.7	38,594,685	61	23,542,697
South Carolina.....	1,807,579	10.8	18,518,564	69	12,846,464
Georgia.....	3,988,524	11.7	46,078,391	69	31,794,000
Florida.....	614,448	9.9	6,083,385	73	4,440,616
Alabama.....	2,820,011	14.8	41,736,163	57	23,789,613
Mississippi.....	2,165,667	18.4	39,848,273	54	21,518,067
Louisiana.....	1,356,309	20.6	27,937,905	58	16,205,965
Texas.....	5,816,146	24.2	140,750,733	48	67,560,352
Arkansas.....	2,306,326	20.9	48,212,783	51	24,588,486
Tennessee.....	3,203,565	23.5	75,283,778	49	36,889,051
West Virginia.....	743,069	22.6	16,794,087	64	10,748,184
Kentucky.....	3,103,216	26.6	82,545,546	56	46,226,506
Ohio.....	2,976,306	29.6	88,095,757	47	41,405,006
Michigan.....	1,319,768	33.5	44,212,228	46	20,337,725
Indiana.....	4,294,605	33.2	142,580,686	36	51,329,119
Illinois.....	8,201,473	32.2	264,087,481	36	96,071,475
Wisconsin.....	1,489,401	29.8	43,639,449	48	18,764,963
Minnesota.....	1,489,112	28.3	40,736,570	38	15,476,211
Iowa.....	8,186,365	26.0	229,218,220	38	87,102,934
Missouri.....	6,260,481	32.4	202,839,584	34	68,965,459
Kansas.....	6,706,524	25.6	171,687,014	36	61,807,325
Nebraska.....	6,629,962	26.0	172,379,532	28	48,266,269
South Dakota.....	1,530,076	27.2	41,618,067	35	14,566,323
North Dakota.....	86,008	25.2	2,167,402	42	910,309
Montana.....	3,788	24.1	91,291	62	56,600
Wyoming.....	2,360	19.4	45,784	58	26,535
Colorado.....	112,226	19.8	2,222,075	54	1,199,920
New Mexico.....	39,662	24.0	956,688	75	717,516
Arizona.....	8,702	22.4	194,925	90	175,432
Utah.....	11,134	21.4	238,268	70	166,798
Idaho.....	5,091	34.5	175,640	57	100,115
Washington.....	9,914	23.1	229,018	55	125,967
Oregon.....	17,886	25.8	448,559	67	300,535
California.....	57,889	30.7	1,777,152	74	1,315,100
Oklahoma.....	1,491,389	23.3	34,748,196	33	12,264,816
Indian Territory.....	1,518,880	27.7	42,072,376	39	16,408,461
United States.....	88,091,998	25.5	2,244,176,925	42.5	\$ 962,968,901

ACREAGE, PRODUCTION AND VALUE OF THE OAT CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	119,955	59.5	4,789,222	45	\$ 2,182,200
New Hampshire.....	12,058	81.1	874,848	48	179,927
Vermont.....	79,886	88.2	8,080,636	44	1,388,479
Massachusetts.....	6,842	81.7	216,891	49	106,277
Rhode Island.....	1,688	28.1	47,483	45	21,845
Connecticut.....	10,288	81.2	820,880	45	144,874
New York.....	1,811,818	84.0	44,584,812	41	18,279,778
New Jersey.....	68,781	25.4	1,620,087	48	696,616
Pennsylvania.....	1,209,191	28.6	84,582,868	87	12,795,659
Delaware.....	4,823	22.2	107,071	40	42,828
Maryland.....	88,840	20.6	789,804	40	815,922
Virginia.....	206,629	18.8	2,850,100	48	1,226,548
North Carolina.....	216,710	11.4	2,470,494	52	1,284,657
South Carolina.....	206,649	14.0	2,849,686	59	1,681,815
Georgia.....	256,088	18.6	8,482,865	55	1,915,576
Florida.....	88,227	18.2	488,596	60	293,158
Alabama.....	214,886	15.8	8,896,799	54	1,834,261
Mississippi.....	110,874	15.0	1,655,511	51	844,861
Louisiana.....	82,187	15.9	510,978	46	235,060
Texas.....	914,806	85.5	32,478,613	44	14,289,270
Arkansas.....	227,178	18.6	4,225,511	44	1,869,225
Tennessee.....	169,625	18.5	3,132,512	42	1,315,655
West Virginia.....	84,758	21.7	1,839,249	46	846,055
Kentucky.....	280,862	20.1	4,640,326	41	1,902,584
Ohio.....	1,004,961	80.6	80,752,419	86	11,070,871
Michigan.....	970,590	80.5	29,602,995	86	10,657,076
Indiana.....	1,207,283	24.4	29,457,705	82	9,426,466
Illinois.....	8,708,976	26.6	98,525,762	82	81,528,244
Wisconsin.....	2,429,688	82.8	79,688,846	84	27,094,208
Minnesota.....	2,180,815	82.8	68,809,174	80	20,642,762
Iowa.....	8,506,681	24.0	84,133,944	29	24,898,844
Missouri.....	787,411	22.1	17,401,788	82	5,568,571
Kansas.....	892,815	26.2	26,011,758	80	7,808,526
Nebraska.....	2,014,463	29.5	50,426,658	27	18,045,198
South Dakota.....	708,404	38.6	27,287,194	29	7,907,486
North Dakota.....	787,268	27.4	21,545,006	81	6,771,952
Montana.....	162,837	46.4	7,552,487	85	2,686,656
Wyoming.....	87,968	29.4	1,116,847	50	558,424
Colorado.....	187,942	58.8	4,598,469	41	1,898,822
New Mexico.....	15,272	22.6	345,147	62	218,981
Arizona.....	1,616	85.5	64,468	61	99,826
Utah.....	45,420	86.4	1,658,288	49	810,111
Nevada.....	6,205	28.6	117,468	68	120,675
Idaho.....	88,860	41.5	8,666,940	45	1,650,122
Washington.....	158,626	47.9	7,598,185	88	2,887,810
Oregon.....	287,694	88.8	9,720,677	44	4,277,098
California.....	168,430	84.8	5,756,964	54	8,108,761
Oklahoma.....	807,796	26.4	8,124,280	84	2,762,288
Indian Territory.....	214,686	80.0	6,489,080	85	2,258,678
United States.....	27,628,126	28.4	784,094,199	84.1	\$267,661,665

ACREAGE, PRODUCTION AND VALUE OF THE RYE CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Vermont	1,924	19.4	37,326	65	\$ 24,262
Massachusetts	4,520	13.7	59,184	78	43,204
Connecticut	10,570	17.0	179,690	71	127,580
New York	158,222	15.2	2,404,974	61	1,467,584
New Jersey	67,929	13.8	937,426	64	599,949
Pennsylvania	368,367	15.6	5,746,525	62	3,562,546
Delaware	1,058	14.8	15,658	61	9,551
Maryland	20,732	13.7	284,028	59	167,577
Virginia	25,963	12.2	309,429	66	204,223
North Carolina	20,735	8.8	182,468	84	153,273
South Carolina	4,269	7.6	32,444	107	34,715
Georgia	13,778	7.9	108,846	114	124,084
Alabama	1,622	10.6	17,193	108	18,588
Texas	3,668	14.2	52,086	74	38,544
Arkansas	2,481	9.7	24,066	84	20,215
Tennessee	13,472	13.4	180,525	74	133,588
West Virginia	10,613	11.5	122,050	71	86,656
Kentucky	12,872	11.6	149,815	69	103,027
Ohio	15,275	15.3	223,708	58	135,551
Michigan	147,524	15.5	2,286,622	51	1,166,177
Indiana	37,250	12.6	469,850	53	248,755
Illinois	73,667	16.5	1,215,505	52	632,058
Wisconsin	315,410	16.6	5,235,806	50	2,611,908
Minnesota	85,063	18.4	1,749,159	45	787,122
Iowa	64,849	16.9	1,065,981	44	462,210
Missouri	21,824	12.8	279,347	55	154,641
Kansas	82,743	16.2	1,340,437	44	589,732
Nebraska	156,996	14.2	2,228,491	37	824,542
South Dakota	54,890	20.2	704,773	40	281,911
North Dakota	23,338	15.7	366,407	43	157,556
Montana	1,890	24.6	46,494	63	29,291
Wyoming	523	18.0	9,504	69	6,558
Colorado	2,843	18.3	52,027	61	31,736
Utah	3,755	16.1	60,182	65	39,118
Idaho	1,208	18.5	22,848	65	14,526
Washington	2,981	21.0	60,501	73	43,561
Oregon	11,247	14.2	159,707	97	154,916
California	69,083	12.8	837,421	77	644,814
Oklahoma	3,713	17.9	66,463	50	33,232
United States	1,906,694	15.4	29,863,416	54.5	\$15,998,471

ACREAGE, PRODUCTION AND VALUE OF THE BARLEY CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acre.	Production.	Value per Bushel	Total Value.
	Acres.	Bush.	Bushels.	Cents.	
Maine.....	8,400	29.9	251,160	71	\$ 178,324
New Hampshire	1,601	19.8	31,700	84	26,628
Vermont	18,472	29.2	538,882	60	286,029
New York.....	108,616	26.6	2,915,796	55	1,608,682
Pennsylvania.....	8,876	21.8	189,059	56	106,878
Maryland	1,544	25.9	89,980	50	19,986
Virginia.....	2,628	24.4	64,128	57	86,550
Texas.....	4,960	24.4	121,024	70	84,717
Tennessee.....	1,420	20.6	29,252	65	19,014
Kentucky	868	21.4	18,861	68	11,567
Ohio.....	29,484	23.8	696,977	50	348,498
Michigan.....	87,521	25.2	945,529	52	491,675
Indiana.....	10,678	22.8	248,244	50	121,672
Illinois.....	28,158	28.2	653,056	44	287,345
Wisconsin.....	488,587	27.7	13,396,975	49	6,429,108
Minnesota.....	1,098,149	25.8	27,789,170	87	10,279,773
Iowa.....	482,889	28.4	11,294,923	86	4,066,172
Missouri.....	1,820	18.8	33,806	54	17,985
Kansas.....	187,550	81.9	4,887,843	84	1,491,867
Nebraska.....	64,070	26.6	1,704,261	88	562,408
South Dakota.....	889,877	31.4	10,656,483	88	8,516,625
North Dakota.....	577,240	21.6	12,468,384	86	4,488,618
Montana.....	18,281	40.2	732,336	58	425,074
Wyoming.....	1,178	21.8	25,091	72	18,066
Colorado.....	18,917	88.8	724,521	61	441,958
New Mexico.....	878	28.1	20,282	64	12,980
Arizona.....	16,924	52.8	556,107	72	899,677
Utah.....	8,881	87.5	814,288	59	185,430
Nevada.....	7,166	84.6	247,944	85	210,752
Idaho.....	41,881	84.4	1,440,706	52	749,167
Washington.....	162,487	87.9	6,158,257	50	3,079,128
Oregon.....	61,701	88.2	2,048,478	59	1,208,569
California.....	1,201,488	25.7	80,878,242	61	18,535,728
Oklahoma.....	15,262	26.9	410,548	44	180,641
United States.....	4,998,187	26.4	181,961,891	45.6	\$60,166,318

ACREAGE, PRODUCTION AND VALUE OF THE HAY CROP IN THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acres.	Yield per Acre.	Production.	Value per Ton.	Total Value.
	Acres.	Tons.	Tons.		
Maine.....	1,265,641	.98	1,240,230	\$10.20	\$ 12,650,346
New Hampshire.....	619,692	.92	570,025	13.26	7,558,532
Vermont.....	861,997	1.18	1,017,156	10.88	11,066,657
Massachusetts.....	577,119	1.86	784,882	16.72	13,123,227
Rhode Island.....	65,901	1.07	70,514	18.95	1,336,240
Connecticut.....	475,246	1.11	527,523	15.19	8,013,074
New York.....	4,813,428	1.26	6,064,919	10.96	66,471,512
New Jersey.....	416,248	1.28	532,791	15.89	8,199,633
Pennsylvania.....	3,072,529	1.27	3,901,858	13.50	52,675,083
Delaware.....	74,846	1.64	122,747	14.83	1,820,338
Maryland.....	295,161	1.24	365,000	14.02	5,131,320
Virginia.....	463,455	1.30	602,492	13.78	8,272,215
North Carolina.....	129,492	1.60	207,187	13.42	2,780,450
South Carolina.....	61,319	1.46	89,526	11.72	1,049,245
Georgia.....	98,961	1.53	136,110	15.15	2,062,066
Florida.....	18,297	1.47	19,547	18.52	367,875
Alabama.....	56,941	1.77	100,786	12.89	1,248,739
Mississippi.....	46,201	1.74	80,390	11.60	932,524
Louisiana.....	21,705	2.04	44,278	11.35	502,535
Texas.....	416,224	1.84	766,852	8.20	6,279,986
Arkansas.....	79,389	1.60	127,022	9.48	1,204,169
Tennessee.....	353,479	1.58	558,497	12.29	6,863,928
West Virginia.....	522,820	1.88	721,492	13.80	9,966,390
Kentucky.....	496,202	1.46	722,965	12.07	8,726,550
Ohio.....	2,740,962	1.42	3,892,024	10.00	38,920,240
Michigan.....	2,215,508	1.37	3,035,239	8.93	27,104,684
Indiana.....	1,768,843	1.47	2,600,199	8.56	22,267,703
Illinois.....	2,774,848	1.54	4,273,258	8.33	35,596,239
Wisconsin.....	1,754,724	1.89	3,316,428	7.50	24,873,210
Minnesota.....	868,550	1.84	1,579,732	6.61	10,442,029
Iowa.....	8,163,962	1.78	5,631,852	5.46	30,749,912
Missouri.....	8,022,492	1.57	4,745,312	6.68	31,698,684
Kansas.....	1,813,380	1.58	2,865,140	4.81	13,781,323
Nebraska.....	561,963	1.68	944,096	4.48	4,229,550
South Dakota.....	191,291	1.45	277,372	4.63	1,284,232
North Dakota.....	148,962	1.18	175,775	4.64	815,566
Montana.....	335,558	2.08	697,961	8.81	6,149,036
Wyoming.....	174,753	2.14	373,971	6.67	2,494,337
Colorado.....	622,171	2.56	1,592,758	7.48	11,913,830
New Mexico.....	68,473	2.86	161,596	11.12	1,796,948
Arizona.....	79,805	8.46	276,125	10.34	2,855,132
Utah.....	347,863	2.95	1,026,196	6.84	7,019,181
Nevada.....	142,002	8.12	443,046	9.97	4,417,169
Idaho.....	347,193	2.82	979,084	6.86	6,817,516
Washington.....	813,178	2.41	754,759	12.77	9,638,272
Oregon.....	364,149	2.07	753,788	10.18	7,673,562
California.....	550,270	2.08	1,144,562	11.66	13,345,593
Oklahoma.....	248,591	1.34	333,112	5.61	1,868,758
Indian Territory.....	36,491	1.50	57,736	5.91	341,220
United States.....	89,983,759	1.54	61,305,940	9.08	\$556,376,860

ACREAGE, PRODUCTION AND VALUE OF THE POTATO CROP OF THE UNITED STATES IN 1903.

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE, WASHINGTON.

STATES AND TERRITORIES.	Acreage.	Yield per Acres.	Production.	Value per Bushel.	Total Value.
	Acres.	Bush.	Bushels.	Cents.	\$
Maine.....	87,077	196	17,065,092	56	9,557,572
New Hampshire.....	18,277	98	1,791,146	65	1,164,245
Vermont.....	26,590	138	8,669,420	50	1,834,710
Massachusetts.....	28,874	96	2,771,904	71	1,968,062
Rhode Island.....	6,764	125	845,500	82	698,310
Connecticut.....	39,822	96	2,814,912	78	2,195,681
New York.....	894,870	89	35,143,430	56	19,680,821
New Jersey.....	57,684	99	5,710,716	69	3,940,394
Pennsylvania.....	244,153	91	22,217,923	62	13,775,112
Delaware.....	6,180	84	519,120	76	390,707
Maryland.....	28,513	70	1,998,910	60	1,197,546
Virginia.....	49,520	84	4,193,690	64	2,692,195
North Carolina.....	24,641	67	1,650,947	74	1,221,701
South Carolina.....	8,535	81	692,935	104	720,678
Georgia.....	8,628	78	629,844	94	592,068
Florida.....	8,499	82	299,698	126	378,428
Alabama.....	9,643	67	646,081	96	620,288
Mississippi.....	5,635	82	462,070	88	406,622
Louisiana.....	8,140	50	407,000	91	370,370
Texas.....	26,487	67	1,771,279	88	1,568,726
Arkansas.....	23,073	70	1,615,110	79	1,275,987
Tennessee.....	26,095	66	1,655,610	64	1,069,590
West Virginia.....	81,226	80	2,498,080	66	1,648,733
Kentucky.....	36,166	78	2,640,045	68	1,795,281
Ohio.....	161,947	88	13,441,601	61	8,199,877
Michigan.....	268,230	78	20,921,940	49	10,251,751
Indiana.....	77,988	76	5,919,488	66	3,906,862
Illinois.....	143,869	72	10,322,568	72	7,432,249
Wisconsin.....	262,522	58	14,646,276	58	8,494,840
Minnesota.....	140,015	64	8,960,960	61	5,466,196
Iowa.....	162,741	56	9,113,496	75	6,835,122
Missouri.....	86,977	68	5,740,482	76	4,362,766
Kansas.....	72,148	58	4,184,294	85	3,556,650
Nebraska.....	80,599	64	5,158,336	65	3,352,918
South Dakota.....	82,437	89	2,886,893	54	1,558,922
North Dakota.....	24,200	84	2,032,800	48	975,744
Montana.....	12,904	176	2,271,104	44	999,286
Wyoming.....	8,665	167	612,050	57	348,871
Colorado.....	50,758	145	7,359,910	60	4,415,946
New Mexico.....	1,297	87	112,839	84	94,785
Utah.....	11,776	177	2,084,352	47	979,645
Nevada.....	2,522	117	296,074	70	206,552
Idaho.....	11,672	160	1,867,520	46	859,059
Washington.....	29,411	145	4,264,695	36	1,535,254
Oregon.....	85,867	107	8,784,269	50	1,832,134
California.....	46,536	180	6,049,690	66	3,992,789
Oklahoma.....	10,227	78	797,706	98	781,752
Indian Territory.....	9,111	70	637,770	86	548,482
United States.....	2,916,955	84.7	247,127,880	61.4	\$151,638,094

FOREIGN IMPORT DUTIES ON WHEAT.

Compiled by FREDERIC EMORY, Chief Bureau of Trade Relations,
Department of State, Washington, D. C.

As in force January 1904.

COUNTRIES.	TARIFF RATES OF DUTIES.	UNITED STATES EQUIVALENTS
Russia	Free.....	Free.
Sweden.....	Per 100 kilograms, 8.70 kronor.	Per bushel of 60 lbs., 24.99 cts.
Norway:		
Conventional duty, applicable to countries having commercial treat- ies with Norway..	Per 100 kilograms, 0.60 kronor.	Per bushel of 60 lbs., 4.39 cts.
General, applicable to non-treaty countries.....	Per 100 kilograms, 0.80 kronor.	Per bushel of 60 lbs., 5.78 cts.
Denmark.....	Free.....	Free.
Germany:		
Conventional duty	Per 100 kilograms, 8.50 marks.	Per bushel of 60 lbs., 22.67 cts.
General.....	Per 100 kilograms, 5 marks....	Per bushel of 60 lbs., 52.29 cts.
France.....	Per 100 kilograms, 7 francs....	Per bushel of 60 lbs., 36.77 cts.
Spain.....	Per 100 kilograms, 6 pesetas...	Per bushel of 60 lbs., 31.02 cts.
Italy.....	Per 100 kilograms, 7.50 liras...	Per bushel of 60 lbs., 32.29 cts.
Austria-Hungary....	Per 100 kilograms, 1.50 florins.	Per bushel of 60 lbs., 18.57 cts.
Switzerland.....	Per 100 kilos, 80 centimes.....	Per bushel of 60 lbs., 1.59 cts.
Greece:		
Conventional duty	Per 100 okes.	
General.....	4.11 drachmas	Per bushel of 60 lbs., 16.86 cts.
	Per 100 okes.	
	7.85 drachmas.....	Per bushel of 60 lbs., 30.16 cts.
Netherlands....	Free	Free.
Belgium.....	Free.....	Free.
Roumania.....	Free.....	Free.
Turkey.....	8 per cent. ad valorem	Eight per cent. ad valorem.
Portugal.....	Wheat in the grain imported from the United States is guaranteed most-favored- nation treatment (Spain and Brazil excepted).	
United Kingdom....	Free	Free.
Servia.....	Per 100 kilograms, two dinars.	Per bushel of 60 lbs., 10.51 cts.
Bulgaria.....	Per 100 kilograms, 80 leva	Per bushel of 60 lbs., 4.20 cts.
Cuba.....	Per 100 kilograms, \$1.00.....	Per bushel of 60 lbs., 27.18 cts.
Porto Rico.....	Imports from United States free; from rest of world Dingley tariff rate, 25 cents per bushel. (Par. 284.)	
Philippines.....	Wheat in grain (gross weight), 25 cents per 100 kilos or 6.3 cents per bushel of 60 lbs. This applies to imports from United States.	

*Subject to two cents surtax.

‡Import duty must be paid in gold.

COMPARATIVE GRAIN CROPS OF UNITED STATES FOR A SERIES OF YEARS.

Crop of	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush
1876.....	389,356,500	1,283,827,500	330,384,000	20,374,800	36,710,500
1877.....	364,194,146	1,342,558,000	406,394,000	21,170,100	34,441,400
1878.....	420,122,400	1,388,218,750	413,578,500	25,842,790	43,345,630
1879.....	448,766,630	1,547,901,790	363,761,330	23,639,460	40,263,106
1880.....	498,549,868	1,717,434,543	417,836,330	24,540,320	45,185,340
1881.....	383,280,060	1,194,916,000	416,481,000	30,704,950	41,161,330
1882.....	504,185,470	1,617,025,100	488,250,610	29,960,037	48,953,036
1883.....	421,086,160	1,551,066,895	571,302,400	28,058,538	50,136,097
1884.....	512,763,900	1,799,528,432	583,626,000	28,637,594	61,906,652
1885.....	357,112,000	1,936,176,000	629,409,000	21,759,000	59,438,000
1886.....	457,218,000	1,935,441,000	624,134,000	24,489,000	58,812,000
1887.....	456,329,000	1,456,161,000	659,618,000	20,691,000	63,684,000
1888.....	414,863,000	1,987,790,000	701,735,000	28,415,000	66,000,000
1889.....	490,560,000	2,112,892,000	751,515,000	29,500,000	77,400,000
1890.....	399,262,000	1,489,970,600	522,621,000	29,000,000	58,800,000
1891.....	611,780,000	2,060,154,000	738,334,000	36,000,000	88,000,000
1892.....	515,949,000	1,628,464,000	661,035,000		69,909,496
1893.....	396,131,725	1,619,496,131	638,364,850	36,555,446	81,400,465
1894.....	460,267,416	1,212,770,052	662,036,923	36,737,615	87,072,744
1895.....	467,102,947	2,151,138,580	824,443,587	27,210,070	69,636,228
1896.....	427,684,346	2,288,876,165	707,346,404	24,269,047	68,686,127
1897.....	530,149,168	1,902,967,933	698,767,809	7,868,824	55,792,267
1898.....	675,148,705	1,924,184,600	780,906,643	26,637,522	73,881,563
1899.....	547,803,846	2,078,143,933	796,177,718	28,961,741	58,925,583
1900.....	522,229,505	2,106,102,516	809,126,989	30,344,880	109,932,924
1901.....	748,460,218	1,522,519,891	736,808,724	33,630,592	134,964,023
1902.....	670,063,008	2,528,648,312	967,842,712	29,868,416	131,961,391
1903.....	687,821,835	2,244,176,925	784,094,190		

HARVEST TIME OF THE WORLD.

The following shows the months of the wheat harvest in the different wheat-growing sections of the world:

January—Australia, New Zealand, Chili and Argentine Republic.

February and March—East India and Upper Egypt.

April—Lower Egypt, Syria, Cyprus, Persia, Asia Minor, India, Mexico and Cuba.

May—Algeria, Central Asia, China, Japan, Morocco, Texas and Florida.

June—Turkey, Greece, Italy, Spain, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, Carolina, Tennessee, Virginia, Kentucky, Kansas, Arkansas, Utah, Colorado and Missouri.

July—Roumania, Bulgaria, Austro-Hungary, South of Russia, Germany, Switzerland, France, South of England, Nebraska, Minnesota, Wisconsin, Iowa, Illinois, Indiana, Michigan, Pennsylvania, Ohio, New York, New England and Upper Canada.

August—Belgium, Holland, Great Britain, Denmark, Poland, Lower Canada, Columbia, Manitoba and Dakota.

September and October—Scotland, Sweden, Norway and North of Russia.

November—Peru and South Africa.

December—Burmah.

TOTAL VISIBLE SUPPLIES OF GRAIN AVAILABLE IN THE UNITED STATES AND CANADA AT THE DATES GIVEN,

AS REPORTED BY BRADSTREETS.

The following figures represent the stocks of Grain available at 62 of the principal points of accumulation east of the Rocky Mountains, stocks in Manitoba elevators and stocks afloat on lakes and canals.

Pacific Coast stocks are shown only in the case of wheat.

DATES.	GRAIN STOCKS EAST OF ROCKY MOUNTAINS.					PACIFIC COAST STOCKS.
	Wheat.	Corn.	Oats.	Barley.	Rye.	Wheat.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
1903, January 1...	80,769,000	9,245,000	8,794,000	4,389,000	2,454,000	4,992,000
February 1...	81,748,000	11,535,000	8,727,000	3,848,000	2,354,000	4,373,000
March 1.....	78,083,000	15,180,000	12,437,000	3,107,000	2,273,000	3,435,000
April 1.....	67,954,000	16,400,000	12,194,000	2,123,000	2,080,000	3,810,000
May 1.....	52,585,000	9,454,000	9,992,000	1,493,000	1,879,000	3,682,000
June 1.....	36,040,000	7,089,000	7,160,000	1,133,000	2,027,000	2,546,000
July 1.....	24,142,000	13,410,000	6,686,000	602,000	926,000	1,775,000
August 1....	21,480,000	11,715,000	8,623,000	471,000	867,000	1,400,000
September 1.	21,558,000	9,487,000	11,714,000	1,024,000	866,000	1,754,000
October 1....	33,043,000	15,053,000	10,876,000	5,047,000	1,259,000	3,227,000
November 1.	43,463,000	12,147,000	13,332,000	7,313,000	1,509,000	3,447,000
December 1..	56,897,000	9,817,000	18,395,000	7,975,000	1,744,000	3,591,000
1904, January 1...	61,827,000	9,547,000	18,785,000	6,907,000	1,833,000	3,232,000
February 1..	62,013,000	12,807,000	14,774,000	6,338,000	1,746,000	2,689,000

BROOMHALL'S ESTIMATE OF CROPS OF THE WORLD.

YEAR.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Barley, Bushels.	Rye, Bushels.
1903	3,256,006,000	2,844,000,000	2,820,000,000	1,064,000,000	1,544,000,000
1902	3,071,320,000	2,976,000,000	3,168,000,000	824,000,000	1,520,000,000
1901	2,765,040,000	1,946,000,000	2,390,000,000	776,900,000	1,336,000,000
1900	2,687,320,000	2,469,000,000	2,800,000,000	734,648,000	1,409,000,000
1899	2,611,860,000	2,611,000,000	2,710,000,000	712,200,000	1,366,400,000
1898	2,920,144,000	2,418,600,000	2,576,000,000	835,600,000	1,287,800,000
1897	2,281,624,000	2,248,600,000	.....	676,200,000	.....
1896	2,376,032,000	.....	.....	766,200,000	.....
1895	2,435,560,000	.....	.....	766,640,000	.....
1894	2,606,624,000	.....	.....	.....	.....

WHEAT CROPS OF THE UNITED STATES AS REPORTED BY THE UNITED STATES DEPARTMENT
OF AGRICULTURE.

YEAR.	WINTER WHEAT.			SPRING WHEAT.			Total Crop. bushels.	Total Acreage.	Average per Acre, Total Crop.
	Acreage.	Yield, bus.	Average per Acre.	Acreage.	Yield, bus.	Average per Acre.			
1885	22,148,553	211,845,000	9.6	12,040,708	145,267,000	12.1	357,112,000	84,189,246	10.1
1886	24,534,579	302,412,000	12.3	12,271,605	154,408,000	12.6	457,218,000	86,846,184	12.6
1887	24,223,201	292,867,000	12.1	13,418,582	163,462,000	12.2	456,329,000	87,641,783	12.1
1888	23,963,800	277,962,000	11.6	13,382,338	137,918,000	10.3	415,880,000	87,336,188	11.1
1889	25,884,702	332,243,000	13.1	12,789,157	168,317,000	12.4	490,560,000	88,122,859	12.9
1890	23,520,104	255,374,000	10.9	12,567,060	143,888,000	11.4	399,262,000	86,067,154	11.1
1891	26,581,283	332,486,000	14.8	13,835,613	219,295,000	16.4	611,780,000	89,916,897	15.3
1892	25,968,076	359,191,000	13.8	12,565,354	156,758,000	12.5	515,949,000	88,554,430	13.4
1893	22,868,539	275,438,909	12.0	11,760,879	120,643,916	10.3	396,181,725	84,629,418	11.4
1894	23,804,500	328,898,840	14.0	11,575,938	133,868,576	11.6	460,267,416	84,883,436	13.2
1895	22,608,322	261,242,184	11.6	11,438,010	205,890,813	18.0	467,102,947	84,047,332	13.7
1896	22,793,718	267,984,004	11.8	11,824,928	159,750,342	13.5	437,664,846	84,618,646	12.4
1897	22,925,628	323,616,123	14.1	16,539,443	206,538,045	12.5	530,149,168	89,496,066	13.4
1898	25,744,848	389,492,082	14.9	18,310,430	292,868,678	16.0	675,148,768	44,065,278	15.3
1899	25,357,592	291,706,229	11.5	19,234,924	255,597,814	13.29	547,303,846	44,592,516	13.8
1900	24,235,897	350,025,409	13.3	16,269,438	172,204,096	10.59	522,239,505	42,495,385	12.99
1901	30,239,701	458,834,501	15.2	19,655,813	299,625,717	14.7	748,460,218	49,805,514	15.0
1902	32,561,426	411,798,666	14.4	17,690,968	233,274,942	14.7	670,068,008	46,202,424	14.5
1903	32,510,510	399,867,250	12.3	16,964,457	237,964,565	14.0	637,831,835	49,464,967	12.9

AVERAGE CONDITION OF CROPS ON THE FIRST OF EACH OF THE MONTHS NAMED

AS REPORTED BY THE DEPARTMENT OF AGRICULTURE AT WASHINGTON.

YEARS.	All Wheat		WINTER WHEAT.				SPRING WHEAT.				CORN.				OATS.			
	September.	April.	May.	June.	July.	September.	June.	July.	August.	September.	October.	June.	July.	August.	September.	October.	September.	
1884.....	96	95.4	94	93	94	97	101	100	98	100	94	98	98	91	94	93	85	
1885.....	72	76.3	70	62	65	66	97	93	93	85	94	96	94	97	96	95	94	
1886.....	87	94.1	94.9	92.7	91.2	98.5	83.3	80.1	83.5	95.2	90.7	76.6	80	88.8	87.4	90.9	90.9	
1887.....	82	88.1	85.8	84.9	83.5	84	87.3	79.3	78.8	78.1	97.7	80.5	72.3	91	85.9	85.6	83.4	
1888.....	77.3	82	73.1	73.3	75.6	77.4	92.8	95.9	87.3	77.2	93	95.5	94.2	92	95.4	95.2	91.7	
1889.....	87.5	94	96	93.1	92	89.4	94.4	83.8	81.2	83.8	90.3	94.8	90.9	91.7	93.8	94.1	92.3	
1890.....	75.5	81	80	78.1	76.2	92.8	91.3	94.4	83.2	79.8	93.1	73.3	70.1	70.6	89.8	81.6	70.1	
1891.....	96.9	96.9	97.9	96.6	96.2	96.7	92.6	91.1	95.5	97.2	92.8	90.8	91.1	92.5	85.1	87.6	89.5	
1892.....	85.3	81.2	84.0	83.3	89.6	87.6	92.3	90.9	87.3	81.2	81.1	82.5	79.6	88.5	87.2	86.2	78.9	
1893.....	74	77.4	75.5	75.5	77.7	86.4	74.1	67.0	.....	.....	83.2	87	76.7	75.1	88.9	78.3	74.9
1894.....	83.7	86.7	81.4	83.2	83.9	88	68.4	67.1	.....	.....	95	69.1	63.4	64.2	87	77.7	76.5
1895.....	75.4	81.4	82.9	71.1	65.8	97.8	102.2	95.9	.....	.....	99.3	102.5	96.4	96.5	84.8	83.2	84.5
1896.....	74.5	77.1	82.7	77.9	75.6	99.9	93.8	78.9	.....	.....	92.4	96.0	91.0	90.5	94.8	96.3	77.3
1897.....	85.7	81.4	80.2	78.5	81.2	89.6	89.6	91.2	86.7	.....	82.9	84.2	79.3	77.1	89.0	87.5	86.0
1898.....	86.7	86	86.5	90.8	85.7	100.9	95	93.5	.....	.....	90.5	87	84.1	82	98	92.8	84.2
1899.....	70.9	77.9	75.2	67.3	65.6	91.4	91.7	83.6	.....	.....	86.5	89.9	85.2	82.7	88.7	90	90.8
1900.....	63.5	82.1	89.9	82.7	80.8	97.3	55.2	56.4	.....	.....	89.5	87.5	80.6	78.2	91.7	85.5	85.0
1901.....	82.5	91.7	94.1	87.8	88.3	92.0	95.6	80.8	.....	.....	81.3	54.0	51.7	52.1	85.3	83.7	73.6
1902.....	80.0	78.7	76.4	70.1	77.0	95.4	92.4	89.7	.....	.....	87.5	86.5	84.3	79.0	90.6	92.1	89.4
1903.....	74.7	97.8	92.6	82.2	78.6	95.9	82.5	77.1	.....	.....	79.4	78.7	80.1	80.8	85.5	84.3	79.5

THE WORLD'S WHEAT CROP

For Four Years, Revised up to December 29th, 1908.

From GEORGE BROOMHALL'S Corn Trade News, Liverpool.

Official returns are taken when obtainable, excepting in the case of the U. S. A., where recognized commercial estimates are adopted in preference. The returns represent the crops harvested in July and August of the years named, excepting in the cases of Argentina, Uruguay, Australasia and the Cape, which are harvested fifteen weeks subsequently, and in the cases of Chili and India still somewhat later. For the current year forecasts only can be given for these last two.

COUNTRIES.	1908.	1902.	1901.	1900.
EUROPE—				
France.....	45,800,000	44,000,000	88,900,000	40,700,000
Russia, proper.....			40,000,000	89,700,000
Poland.....	a 76,400,000	a 78,000,000	1,800,000	2,500,000
Old-Caucasia.....			8,400,000	7,100,000
Hungary.....	18,900,000	21,800,000	15,400,000	17,700,000
Austria.....	6,100,000	6,200,000	5,200,000	5,100,000
Croatia and Slavonia.....	1,700,000	1,500,000	1,800,000	1,400,000
Herzegovina and Bosnia....	800,000	350,000	800,000	300,000
Italy.....	22,400,000	15,900,000	d 19,700,000	14,600,000
Germany.....	16,500,000	17,900,000	11,500,000	17,600,000
Spain.....	e 13,000,000	14,000,000	13,500,000	12,500,000
Portugal.....	1,000,000	1,300,000	1,300,000	1,000,000
Roumania.....	8,950,000	9,200,000	8,800,000	6,900,000
Bulgaria.....	7,000,000	4,000,000	8,000,000	8,800,000
Eastern Roumelia.....		900,000	800,000	700,000
Servia.....	1,400,000	1,000,000	1,100,000	1,200,000
Turkey-in-Europe.....	2,500,000	2,500,000	2,000,000	2,000,000
Greece.....	900,000	400,000	400,000	800,000
United Kingdom.....	6,100,000	7,800,000	6,700,000	6,800,000
Belgium.....	1,500,000	1,600,000	1,500,000	1,700,000
Holland.....	800,000	900,000	600,000	700,000
Switzerland.....	500,000	500,000	550,000	500,000
Sweden.....	673,000	400,000	550,000	630,000
Denmark.....	500,000	800,000	300,000	400,000
Norway.....	40,000	40,000	50,000	40,000
Cyprus, Malta, etc.....	200,000	250,000	250,000	300,000
Total Europe.....	233,183,000	224,740,000	183,900,000	185,670,000
AMERICA—				
United States.....	g 80,000,000	† 85,000,000	† 94,000,000	† 75,000,000
Canada.....	10,000,000	11,700,000	10,600,000	5,500,000
Mexico.....	2,000,000	2,000,000	2,000,000	2,000,000
Argentina.....	e 17,000,000	b 18,000,000	7,000,000	9,000,000
Chili.....	1,700,000	1,700,000	1,400,000	1,000,000
Uruguay.....	700,000	1,000,000	700,000	700,000
Total America.....	111,400,000	114,400,000	115,700,000	98,200,000
ASIA—				
India.....	h 89,000,000	c 29,000,000	28,200,000	81,800,000
Turkey-in-Asia.....	4,000,000	8,500,000	8,500,000	8,500,000
Persia.....	2,000,000	1,700,000	1,800,000	2,000,000
Japan.....	2,000,000	2,000,000	2,000,000	2,000,000
Total Asia.....	46,000,000	86,200,000	85,600,000	89,800,000
AFRICA—				
Algeria.....	i 4,273,000	8,800,000	2,800,000	2,200,000
Tunis.....	1,000,000	1,000,000	800,000	700,000
Egypt.....	1,100,000	1,000,000	1,100,000	1,200,000
The Cape.....	500,000	500,000	500,000	500,000
Total Africa.....	6,773,000	5,800,000	5,800,000	4,600,000
AUSTRALASIA—				
Victoria.....	8,000,000	400,000	1,500,000	2,200,000
South Australia.....	1,000,000	1,000,000	1,000,000	1,400,000
New South Wales.....	8,500,000	400,000	1,800,000	2,100,000
Tasmania.....	150,000	100,000	120,000	140,000
West Australia.....	150,000	100,000	110,000	100,000
Queensland.....	800,000	50,000	100,000	140,000
New Zealand.....	1,000,000	800,000	500,000	815,000
Total Australasia.....	10,000,000	2,850,000	5,180,000	6,895,000
World's total.....quarters	407,836,000	838,990,000	845,630,000	829,635,000
".....bushels	8,258,698,000	5,071,920,000	2,785,040,000	2,637,820,000
".....quintals	886,870,000	886,946,000	753,486,000	717,680,925
".....hectolitres	1,181,274,000	1,113,570,000	1,002,827,000	966,028,500

NOTES.—(a) Most recent estimate of Central Statistical Committee; probably an over-estimate.

(b) Two million below the recent optimistic official estimate.

(c) Estimate of growing crop. (d) Revised October, 1908. † A conservative commercial estimate.

1900—(a) Most recent estimate of Central Statistical Committee, probably an over-estimate.

(e) Unofficial. (g) Official estimate. (h) Growing crop. (i) All former returns revised Sept. 19.

PROVISIONS AND PACKING.

PORK PRODUCT.

The amount of packing house product handled during 1903, was considerably less than for any of the three previous years, aggregating 601,266,680 pounds.

The receipts of hogs were 1,785,873, and shipments, 287,000 head. Receipts of cattle and sheep show a considerable increase.

The packing on both sides of the river for the winter season of 1902-1903 was 503,823 head, and for the twelve months ending March 1st, 1903, 1,262,358 head. The summer packing of 1903 was 943,194 head as compared with 760,000 the previous season. The amount of product handled in this market for past four years was as follows:

	1900.	1901.	1902.	1903.
Received, pounds.....	354,004,110	393,354,600	292,771,900	206,000,640
Shipped, pounds	389,946,455	396,183,896	373,663,410	333,266,040
Totals, pounds	743,950,565	789,538,496	666,440,210	601,266,680

TOTAL YEARLY PACKING AT PROMINENT PLACES.

This city holds fifth place among the prominent packing points.

Total number of hogs packed in the West for twelve months ending March 1st, at fifteen places mentioned, with comparisons for previous years, as reported by Cincinnati Price Current:

	1902-03.	1901-02.	1900-1901.	1899-90.
Chicago.....	6,860,453	7,636,000	7,268,515	7,119,440
Kansas City.....	2,055,942	3,427,802	2,961,288	2,621,727
Omaha.....	2,004,828	2,390,416	2,241,599	2,192,496
St. Louis.....	1,262,358	1,725,407	1,566,550	1,607,961
Indianapolis.....	930,000	1,225,300	1,185,600	1,145,252
Milwaukee and Cudahy.....	553,986	760,063	911,256	864,590
Sioux City.....	777,320	879,763	733,754	514,235
Cincinnati.....	498,378	569,782	617,082	656,244
St. Paul.....	715,237	658,591	514,385	394,093
Cedar Rapids.....	391,524	496,790	496,308	427,637
Cleveland.....	562,672	496,231	500,785	489,263
Louisville.....	323,940	375,000	360,425	397,975
Ottumwa.....	441,680	610,002	663,785	668,989
Nebraska City.....	209,835	180,746	114,932	235,923
St. Joseph.....	1,526,860	2,105,293	1,723,877	1,846,733
Fifteen places.....	19,076,009	23,567,196	21,869,621	20,602,517
All other.....	1,529,562	1,844,480	1,731,083	1,598,304
Aggregate.....	20,605,571	25,411,676	23,600,704	22,200,821

DRESSED BEEF.

By PHILIP H. HALE, Publisher National Farmer and Stock Reporter.

The dressed beef output from St. Louis and East St. Louis in the year 1903 was about fifty-five million pounds greater than the shipments of the previous year. One new packing house on the east side commenced operations at the opening of the year and another on the west side, is the incident of the closing month of a most prosperous year from a home market development standpoint.

The cattle slaughtered by the dressed beef houses in the year 1903 amounted to 739,879, an increase of 56,052 head.

The calves slaughtered in the year 1903 amounted to 125,736, an increase of 21,843 head. The significance of the figures is explained by the statement that it represents a fifty percent increase in four years. It also represents three times the business of ten years ago.

The dressed beef shipments for the year 1903 amounted to 373,340,225 pounds, the largest amount on record; and added to this must be considered the greatly enlarged home consumption caused by the steady increase in population of the World's Fair City.

A considerable amount of dressed beef is received at St. Louis annually, but this trade does not appear to increase. In the year 1903 dressed beef received from other market centers amounted to 65,813,800 pounds in 1901, the receipts were 110,707,200, and in 1894 the arrivals were 64,612,340 pounds. It will be seen that the shipments to St. Louis are not gaining.

In conclusion it is proper to state that in buying cattle on the hoof and in selling the meat from wholesalers to retailers, there is at St. Louis the largest element of competition, which is free, open and above board. The local trade consists of five large houses and ten small packers, and these are in competition with several of the largest outside packers, all competing as buyers of live cattle in the stock yards and as sellers of dressed beef in the city.

The following statement gives the cattle and calves slaughtered at St. Louis and East St. Louis by dressed beef houses, also the receipts and shipments of dressed beef:

Year.	Cattle slaughtered, head.	Calves slaughtered, head.	Dressed Beef shipped, pounds.	Dressed Beef received, pounds.
1903	739,879	125,736	373,340,225	65,813,800
1902	683,827	103,893	318,337,455	51,968,200
1901	607,788	60,774	343,443,030	110,707,200
1900	484,564	50,116	293,807,310	35,480,100
1899	455,804	45,913	290,470,460	44,962,660
1898	459,061	49,794	277,755,720	48,285,850
1897	482,528	47,890	259,002,550	20,889,600
1896	540,230	58,330	248,746,200	17,847,900
1895	450,306	40,323	233,966,600	42,896,270
1894	355,677	32,609	196,059,375	64,612,340
1893	274,579	29,673	103,837,622	25,167,902
1892	180,790	8,531	68,071,698	25,584,464
1891	138,153	2,862	72,633,266	17,741,474
1890	131,184	2,735	65,987,853	22,790,102
1889	56,684	1,899	19,393,630	10,749,877

RECEIPTS OF DRESSED BEEF IN POUNDS.

	1908.	1902.
Chicago & Alton (Mo. Div.) R. R.....	5,872,300	5,258,000
Missouri Pacific R. R.....	4,205,100	123,500
St. Louis & San Francisco R. R.....	148,700	.....
Wabash R. R. (West).....	1,565,100	1,004,300
Missouri, Kansas & Texas R. R.....	15,467,800	.....
St. Louis, Iron Mountain & Southern Ry.....	10,294,800	.....
Chicago & Alton R. R.....	.....	155,300
Wabash R. R. (East).....	5,344,000	4,142,000
Toledo, St. Louis & Western R. R.....	.....	28,000
St. Louis, Keokuk & Northwestern R. R.....	23,116,000	21,247,200
Total pounds.....	85,812,800	31,968,200

SHIPMENT OF DRESSED BEEF IN POUNDS.

	1908.	1902.
Chicago & Alton R. R., Mo. Div.....	24,510	43,300
St. Louis & San Francisco R. R.....	2,280,000	.....
St. Louis, Kansas City & Colorado R. R.....	700	.....
Missouri, Kansas & Texas R. R.....	29,000	76,800
St. Louis Southwestern Ry.....	100	350,250
St. Louis, Iron Mountain & Southern Ry.....	9,880,330	2,028,350
St. Louis, Iron Mountain & South. Ry. (Ill. Div.).....	110,400	1,000
Illinois Central R. R.....	13,032,800	11,964,500
Louisville, Henderson & St. Louis R. R.....	3,626,400	4,651,100
Louisville & Nashville R. R.....	5,439,300	3,098,050
Mobile & Ohio R. R.....	1,868,500	762,100
Southern Ry.....	478,300	132,600
Baltimore & Ohio Southwestern R. R.....	10,866,500	13,334,600
Chicago & Alton R. R.....	85,736,245	71,371,600
Cleveland, Cincinnati, Chicago & St. Louis R. R..	26,384,800	49,455,050
Vandalia R. R.....	30,869,275	44,029,650
Wabash R. R. (East).....	66,603,250	58,595,350
Toledo, St. Louis & Western Ry.....	112,191,500	57,476,200
Chicago, Peoria & St. Louis R. R.....	.....	92,400
Chicago, Burlington & Quincy R. R.....	239,700	28,700
St. Louis, Keokuk & Northwestern R. R.....	3,363,665	658,150
River.....	296,950	227,705
Total pounds.....	373,340,235	318,337,455

Shipments of Canned Beef in 1897 were 3,046,600 pounds.

"	"	"	"	1898	"	1,435,725	"
"	"	"	"	1899	"	3,583,360	"
"	"	"	"	1900	"	1,762,560	"
"	"	"	"	1901	"	2,419,140	"
"	"	"	"	190	"	4,530,380	"
"	"	"	"	1903	"	1,042,475	"

RECEIPTS AND SHIPMENTS OF PROVISIONS FOR 1903 AND COMPARISONS WITH PREVIOUS YEARS.

BY	RECEIPTS.				SHIPMENTS.			
	B'ld Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.	B'ld Pork, bbls.	Hams, lbs.	Meats, lbs.	Lard, lbs.
Chicago & Alton R. R. Missouri Div.	275	240,000	10,087,800	1,863,000	711	28,000	782,880	16,468,010
Missouri Pacific R. R.		8,581,000	61,960,600	5,711,120		2,207,480	668,000	481,800
St. Louis & San Francisco R. R.		28,000	108,800	99,200		98,000	70,820	51,900
Wabash R. R. (West)		187,400	19,710,900	891,000		208,490	427,050	586,270
St. Louis, Kansas City & Colorado R. R.			76,770	88,000	97	8,400	2,285,510	418,160
Missouri, Kansas & Texas R. R.						8,957,296	44,209,540	8,674,600
St. Louis Southwestern R. R.						1,500	27,920	4,880
St. Louis, Iron Mountain & Southern R. R.						6,146,500	108,020,700	12,566,209
St. Louis, I. M. & S. E. R. (Ill. Div.)				1,285,000	555	1,066,815	2,810,800	686,200
Illinois Central R. R.		1,800		111,000	5	16,607,010	9,869,800	2,168,100
Louisville, Henderson & St. L. R. R.				611,000	15	477,800	20,284,980	5,946,100
Louisville & Nashville R. R.				8,700	810	282,780	5,061,900	1,268,700
Mobile & Ohio R. R.						607,650	1,965,100	8,027,200
Southern Railway				1,200		1,808,800	4,199,980	5,826,900
Baltimore & Ohio S. W. R. R.	866	184,700	7,068,700	1,891,900		882,500	4,828,900	2,184,800
Chicago & Alton R. R.					90	96,240	788,800	628,800
Cleveland, Cin., Chicago & St. L. R. R.	1,450	26,000	10,444,400	4,254,770		20,803,840	20,490,856	19,064,820
Vandalia & Terre Haute R. R.			288,000			6,868,570	14,887,500	8,223,400
Wabash R. R. (East)			58,200		80	1,000		900
Toledo, St. Louis & Western R. R.						41,900	7,468,800	146,100
Chicago, Peoria & North Western R. R.		80,000	10,640,500	182,700	700	118,600	269,900	69,500
Chic., Burl. & Quincy R. R.	855	2,947,400	51,826,200	9,881,000	878	98,260	200,400	69,550
St. Louis, Keokuk & North Western R. R.	109		288,600	121,000		698,626	2,241,660	674,945
Upper Mississippi River				4,500	184	9,700	88,800	15,000
Lower							5,000	5,000
Illinois							242,520	42,286
Missouri					6	18,686		
Ohio, Cumberland & Tenn. Rivers.								
Total, 1903	8,065	7,075,900	178,546,900	26,797,590	4,282	68,849,476	280,087,115	79,068,870
" 1902	4,970	15,882,800	203,240,700	48,196,000	7,886	46,566,780	248,477,215	77,185,568
" 1901	6,028	12,841,900	824,294,000	55,678,880	10,526	56,826,871	287,208,084	198,685,501
" 1899	11,890	11,796,000	202,051,000	47,984,410	14,011	51,398,660	290,988,080	115,069,655
" 1898	18,848	8,562,600	205,947,500	53,792,420	12,880	68,769,820	312,211,910	96,906,215
" 1897	10,011	16,937,600	211,688,700	57,677,000	17,718	41,897,845	170,630,326	80,176,139
" 1896	4,175	21,969,300	295,234,700	67,243,270	10,176	47,243,270	188,696,331	98,988,778
" 1895	4,285	11,614,300	160,365,100	53,707,600	17,493	40,768,390	171,407,470	84,876,647
" 1894	2,965	14,270,300	173,425,300	36,983,100	15,186	33,714,082	208,100,011	94,731,065
" 1893	3,684	10,649,000	190,864,000	37,875,000	15,668	59,433,506	328,998,261	99,068,782

RECEIPTS AND SHIPMENTS OF HOG PRODUCT AT ST. LOUIS.

RECEIPTS FOR THIRTY-ONE YEARS.				SHIPMENTS FOR THIRTY-ONE YEARS.			
Year.	Pork Bbls.	Hams, Meats, Lbs.	Lard, Lbs.	Year.	Pork, Bbls.	Hams, Meats, Lbs.	Lard, Lbs.
1903.....	3,055	180,622,600	26,797,590	1903.....	4,282	318,886,590	79,065,870
1902.....	4,970	248,632,500	48,195,000	1902.....	7,836	295,044,005	77,135,565
1901.....	6,028	336,635,900	55,573,380	1901.....	10,526	295,528,405	98,655,501
1900.....	11,380	803,847,500	47,994,410	1900.....	14,011	272,274,710	115,069,655
1899.....	13,343	269,519,100	52,792,420	1899.....	12,880	275,971,730	106,906,215
1898.....	10,111	228,626,800	57,577,100	1898.....	17,718	212,028,070	90,176,130
1897.....	4,175	307,198,900	67,222,900	1897.....	10,176	230,914,601	98,828,778
1896.....	4,235	171,969,400	23,707,600	1896.....	17,492	212,163,700	84,875,547
1895.....	2,965	187,696,200	26,939,100	1895.....	15,186	241,814,093	94,731,066
1894.....	26,640	291,513,000	27,878,000	1894.....	15,668	252,425,847	90,688,932
1893.....	3,516	185,886,620	23,436,285	1893.....	10,683	211,618,018	71,675,753
1892.....	10,220	237,703,908	24,006,352	1892.....	20,309	282,827,819	82,713,571
1891.....	8,658	254,647,888	37,417,885	1891.....	26,521	273,174,494	80,332,032
1890.....	5,528	269,769,823	32,463,302	1890.....	49,989	294,892,724	77,575,403
1889.....	2,679	189,601,764	24,869,848	1889.....	21,447	232,396,860	80,578,803
1888.....	6,431	133,583,847	15,187,970	1888.....	24,901	173,552,336	78,154,931
1887.....	5,275	94,579,780	18,936,881	1887.....	38,281	143,934,139	69,406,458
1886.....	6,067	67,853,334	11,924,131	1886.....	46,816	117,302,720	48,710,130
1885.....	6,032	81,434,040	8,906,580	1885.....	66,316	125,709,562	47,137,038
1884.....	9,050	78,946,821	10,742,561	1884.....	57,194	132,563,029	60,445,090
1883.....	9,656	119,363,201	9,975,552	1883.....	75,239	161,150,939	43,740,070
1882.....	78,502	92,217,813	18,180,610	1882.....	100,139	140,783,135	39,829,146
1881.....	17,692	77,736,968	16,526,606	1881.....	71,826	139,012,260	43,449,768
1880.....	13,658	77,376,418	8,248,208	1880.....	79,416	146,362,997	38,004,829
1879.....	32,113	92,983,350	8,415,176	1879.....	89,385	159,398,870	38,925,903
1878.....	52,200	58,611,064	7,019,741	1878.....	112,375	125,602,088	40,452,505
1877.....	45,482	48,203,972	7,087,091	1877.....	108,768	119,955,382	34,725,725
1876.....	43,632	50,290,716	6,067,325	1876.....	86,141	106,803,076	29,292,879
1875.....	46,547	51,556,146	6,732,320	1875.....	95,503	105,809,598	24,145,176
1874.....	55,453	52,104,380	6,877,560	1874.....	99,343	133,486,380	27,112,370
1873.....	57,476	50,071,760	8,981,820	1873.....	105,876	184,392,770	37,156,810

TOTAL YEARLY PACKING AND MARKETING OF HOGS.

Total Western and Eastern packing, and receipts of hogs at New York, Philadelphia and Baltimore, for years ending March 1, according to returns to the Cincinnati Price Current.

	1902-03.	1901-02.	1900-01.	1899-1900.
Packed in the West	20,505,000	25,411,000	23,601,000	22,201,000
Packed at Boston	1,450,000	1,406,000	1,370,000	1,647,000
Other New England packing	620,000	720,000	736,000	826,000
Packed at Buffalo	455,000	332,000	343,000	361,000
Other Eastern packing	270,000	291,000	310,000	268,000
Receipts, New York, Philadelphia, Baltimore	1,845,000	2,235,000	2,620,000	2,879,000
Total	25,245,000	30,395,000	28,980,000	28,172,000

GENERAL SUMMARY OF PACKING FOR THE YEAR.

Packing in the West during 1902-1903, compared with the preceding year in leading exhibits, according to compilations by the Cincinnati Price Current:

WINTER SEASON.		1902-03.	1901-02.
November 1 to March 1—			
Number of hogs packed.....		8,458,806	10,840,196
Decrease.....		1,881,590	
Average live weight, lbs.....		224.06	206.38
Increase.....		17.67	
Average yield of lard, lbs.....		31.92	31.30
Increase.....		.62	
Percentage yield of lard.....		14.24	15.16
Decrease.....		.92	
Cost of hogs, 100 lbs., alive.....		\$6.44	\$5.97
Increase.....		.47	
Aggregate live weight, lbs.....		1,895,049,000	2,133,972,000
Decrease.....		238,923,000	
Green meats made, lbs.....		1,061,227,000	1,170,144,000
Decrease.....		108,917,000	
Lard made, lbs.....		289,994,000	323,636,000
Decrease.....		53,642,000	
Total meats and lard, lbs.....		1,331,221,000	1,493,780,000
Decrease.....		162,559,000	
Aggregate cost of hogs.....		\$122,121,000	\$127,519,000
Increase.....		\$5,398,000	
Tierces of lard, 330 lbs.....		818,200	980,700
Decrease.....		162,500	
Mess pork made, barrels.....		38,700	72,970
Decrease.....		34,270	
Other pork, barrels.....		155,600	143,680
Increase.....		11,940	
Pork of all kinds, barrels.....		194,300	216,630

SUMMER SEASON.		1902.	1901.
March 1 to November 1—			
Number of hogs packed.....		12,146,965	15,071,480
Decrease.....		2,924,515	
Average live weight, lbs.....		228.11	219.48
Increase.....		8.63	
Average yield of lard, lbs.....		31.34	31.81
Decrease.....		.47	
Percentage yield of lard.....		14.05	14.13
Decrease.....		.08	
Cost of hogs, 100 lbs., alive.....		\$7.06	\$5.92
Increase.....		1.14	
Aggregate live weight, lbs.....		2,710,095,000	3,307,926,000
Decrease.....		597,831,000	
Green meats made, lbs.....		1,517,653,000	1,836,055,000
Decrease.....		318,402,000	
Lard made, lbs.....		380,713,000	479,493,000
Decrease.....		98,780,000	
Total meats and lard, lbs.....		1,398,366,000	2,315,548,000
Decrease.....		417,182,000	
Aggregate cost of hogs.....		\$191,416,000	\$195,827,000
Decrease.....		\$4,411,000	
Tierces of lard, 330 lbs.....		1,153,700	1,453,000
Decrease.....		299,300	
Mess pork made, barrels.....		4,800	33,225
Decrease.....		28,425	
Other pork, barrels.....		174,300	216,670
Decrease.....		42,370	
Pork of all kinds, barrels.....		179,100	249,895

WINTER PACKING AT ST. LOUIS FOR THIRTY-ONE SEASONS.

November 1st to March 1st.

Seasons.	Number Hogs.	Average Weight.	Average yield Lard all kinds	Ave'ge cost per 100 lbs. Gross.
1902-1903.....	508,828.....	206.89 gross.	27.60.....	95.62
1901-1902.....	642,080.....	182.96 "	30.....	5.95
1900-1901.....	667,000.....	210 "	33.....	5.68
1899-1900.....	615,658.....	210 "	30.10.....	4.80
1898-99.....	729,086.....	206 "	32.26.....	3.43
1897-98.....	596,440.....	205 "	32.....	3.84
1896-97.....	415,589.....	214.26 "	36.47.....	3.30
1895-96.....	387,697.....	224.73 "	33.02.....	3.66
1894-95.....	378,162.....	223.61 "	31.55.....	4.26
1893-94.....	355,084.....	224.83 "	35.63.....	5.26
1892-93.....	326,206.....	219.04 "	31.30.....	6.47
1891-92.....	350,438.....	234.39 "	31.84.....	4.03
1890-91.....	391,333.....	241.91 "	33.41.....	3.65
1889-90.....	348,810.....	241.48 "	32.16.....	3.69
1888-89.....	336,176.....	253.43 "	32.13.....	4.36
1887-88.....	369,790.....	233.05 "	30.21.....	5.14
1886-87.....	370,896.....	245.43 "	35.49.....	4.30
1885-86.....	369,130.....	257.31 "	34.39.....	3.74
1884-85.....	443,087.....	259.74 "	34.60.....	4.35
1883-84.....	363,323.....	249.70 "	33.45.....	5.29
1882-83.....	337,004.....	259.81 "	34.53.....	6.33
1881-82.....	316,379.....	253.97 "	35.13.....	6.31
1880-81.....	474,159.....	250.95 "	35.56.....	4.68
1879-80.....	577,793.....	258.18 "	36.08.....	4.65
1878-79.....	629,361.....	264 "	40.45.....	2.83
1877-78.....	509,540.....	270 "	36.20.....	3.36
1876-77.....	414,747.....	255 "	33.55.....	5.70
1875-76.....	339,396.....	268.47 "	36.56.....	7.17
1874-75.....	463,246.....	240 "	30.....	7.00
1873-74.....	463,793.....	261.53 "	34.18.....	.....
1872-73.....	538,000.....	260 "	34.50.....	.....

SUMMER PACKING AT ST. LOUIS.

Season.	Number of Hogs.	Average Gross Weight.
1906.....	943,194.....	207.....
1902.....	760,000.....	206.....
1901.....	1,083,877.....	190.....
1900.....	969,600.....	205.....
1899.....	894,298.....	207.....
1898.....	861,200.....	207.50.....
1897.....	712,370.....	212.77.....
1896.....	676,975.....	208.55.....
1895.....	449,690.....	220.....
1894.....	496,293.....	222.80.....
1893.....	323,759.....	218.....
1892.....	304,428.....	222.....
1891.....	313,705.....	218.74.....
1890.....	356,768.....	223.24.....
1889.....	390,792.....	233.14.....
1888.....	346,281.....	235.....
1887.....	313,591.....	245.....
1886.....	351,048.....	245.....
1885.....	244,004.....	248.....
1884.....	269,814.....	280.80.....
1883.....	225,000.....	235.....
1882.....	215,176.....	217.86.....
1881.....	350,000.....	235.....
1880.....	410,000.....	240.....
1879.....	350,000.....	250.....
1878.....	142,000.....	255.....
1877.....	148,277.....	247.....

PACKING AT ST. LOUIS FOR TWELVE MONTHS.

March 1 to March 1, 1902-1908	1,262,858 hogs.
" " 1901-1902	1,725,407 "
" " 1900-1901	1,566,550 "
" " 1899-1900	1,507,951 "
" " 1898-99	1,580,286 "
" " 1897-98	1,238,810 "
" " 1896-97	1,089,583 "
" " 1895-96	837,877 "
" " 1894-95	869,458 "
" " 1893-94	578,873 "
" " 1892-93	539,634 "
" " 1891-92	664,188 "
" " 1890-91	648,100 "
" " 1889-90	789,602 "
" " 1888-89	633,457 "
" " 1887-88	683,381 "
" " 1886-87	721,914 "
" " 1885-86	613,134 "
" " 1884-85	711,901 "
" " 1883-84	607,123 "
" " 1882-83	533,180 "

WINTER PACKING IN THE WEST FOR TWENTY-THREE SEASONS.

As reported by the Cincinnati Price Current.

SEASONS.	Number of Hogs.	Gross Weight per Hog.	Yield of Lard per Hog, all kinds.	Cost per 100 lbs. gross.
1880-81	6,919,466	207.71	35.65	4.64
1881-82	5,747,760	210.16	36.44	6.08
1882-83	6,133,213	212.63	35.43	6.38
1883-84	5,402,064	201.15	33.35	5.18
1884-85	6,400,240	206.51	36.02	4.29
1885-86	6,298,905	208.98	35.23	3.68
1886-87	6,439,009	251.31	33.54	4.19
1887-88	5,931,181	243.30	31.06	5.04
1888-89	5,433,863	233.46	34.76	4.99
1889-90	6,663,802	259.92	36.37	3.66
1890-91	8,173,123	239.75	33.45	3.54
1891-92	7,761,216	247.64	34.64	3.91
1892-93	4,653,520	237.73	31.68	6.54
1893-94	4,884,082	245.30	36.07	5.26
1894-95	7,191,520	232.73	33.62	4.23
1895-96	6,815,800	240.71	35.53	3.68
1896-97	6,949,080	244.80	36.94	3.80
1897-98	8,440,785	235.85	34.78	3.58
1898-99	9,720,145	232.65	35.58	3.52
1899-1900	8,676,878	235.67	35.97	4.29
1900-1901	9,277,750	230.81	34.16	5.02
1901-1902	10,840,196	206.88	31.80	5.97
1902-1903	8,456,606	224.06	31.92	6.44

SUMMER PACKING IN THE WEST FROM MAR. 1st TO NOV. 1st,

As reported by the Cincinnati Price Current.

Season.	Number Hogs.	Av. gro. wt.	Av. Yield Lard.
1885	4,964,572	234.88	39.44
1886	4,644,008	238.98	34.01
1887	5,411,836	227.00	30.90
1888	5,315,129	231.85	31.55
1889	6,381,501	246.23	35.94
1890	9,540,008	238.47	38.30
1891	6,686,398	231.76	31.39
1892	7,757,110	222.49	31.83
1893	6,781,000	240.41	34.04
1894	8,812,125	239.98	33.05
1895	8,194,835	235.52	33.10
1896	9,979,888	240.76	40.61
1897	11,760,478	239.12	36.41
1898	12,961,550	231.26	33.24
1899	15,542,948	251.46	35.66
1900	14,822,924	228.74	34.12
1901	15,071,480	219.48	31.81
1902	12,146,965	228.11	31.84
1908	estimated 12,900,000		

YEARLY COMPARISONS — NUMBER OF HOGS PACKED IN THE WEST FOR THE 12 MONTHS ENDING MARCH 1.

Years.	Summer.	Winter.	Total.	Years.	Summer.	Winter.	Total.
1902-1903	12,146,965	8,458,600	20,605,571	1893-94	6,720,924	4,884,082	11,605,006
1901-1902	15,071,480	10,340,196	25,411,676	1892-93	7,757,110	4,633,520	12,390,630
1900-1901	14,322,924	9,277,750	23,600,674	1891-92	6,696,398	7,761,216	14,457,614
1899-1900	13,524,943	8,678,878	22,203,821	1890-91	9,540,008	8,178,126	17,718,134
1898-99	13,911,550	9,720,145	23,631,695	1889-90	6,881,501	6,663,802	13,545,303
1897-98	11,760,475	8,440,785	20,201,260	1888-89	5,315,122	5,483,852	10,798,974
1896-97	9,979,888	6,949,090	16,928,978	1887-88	5,611,526	5,921,181	11,532,707
1895-96	8,194,835	6,815,800	15,010,635	1886-87	5,644,003	6,480,009	12,035,012
1894-95	8,812,125	7,191,520	16,003,645	1885-86	4,964,572	6,298,985	11,263,557

PORK PACKING IN THE EAST.

The aggregate number of hogs packed during the year ending March 1 at Eastern points from which returns and estimates have been obtained by the Cincinnati Price Current, embracing Boston, New Haven, Providence, Worcester, Brightwood, Fall River, Bridgeport, etc., in New England States; Buffalo, Albany, Troy, Hudson, etc., in New York State, and Pottsville, Harrisburg, Erie, etc., in Pennsylvania, is shown in the following, for summer and winter seasons, and for the year:

YEAR.	Summer.	Winter.	12 months.
1902-1903	1,702,000	1,068,000	2,765,000
1901-1902	1,728,000	1,021,000	2,749,000
1900-1901	1,683,000	1,077,000	2,760,000
1899-1900	1,996,000	1,096,000	3,092,000
1898-99	1,895,000	1,269,000	3,164,000
1897-98	1,883,600	1,188,500	3,072,100
1896-97	1,659,800	1,131,100	2,790,900
1895-96	1,546,500	1,056,000	2,602,500
1894-95	1,863,000	1,235,500	3,098,500
1893-94	1,638,205	1,063,029	2,701,234
1892-93	1,989,720	1,026,810	3,016,530
1891-92	1,658,409	1,113,754	2,772,163
1890-91	1,473,961	1,066,200	2,540,161
1889-90	1,378,520	959,813	2,338,333
1888-89	1,231,069	859,494	2,090,563
1887-88	1,306,849	951,708	2,258,557
1886-87	1,113,410	807,115	1,920,525
1885-86	991,448	687,810	1,679,258

EXPORTS OF DOMESTIC PROVISIONS FROM THE UNITED STATES FOR THE CALENDAR YEAR 1903,
As reported by Mr. O. P. Austin, Chief of Bureau of Statistics, Washington, D. C.

CUSTOMS DISTRICTS FROM WHICH EXPORTED.	BEEF, Canned, Pounds.	BEEF, Fresh, Pounds.	BEEF, Salted or other Cured, Pounds.	TALLOW, Pounds.	BACON, Pounds.	HAMS, Pounds.	PORK, Fresh and Pickled, Pounds.	LARD, Pounds.
Baltimore	2,117,101	3,088,600	3,215,228	8,565,884	11,433,111	2,728,412	7,180,026	84,790,198
Boston and Charlestown	1,126,757	101,626,251	5,051,032	7,684,686	21,961,603	70,560,813	48,969,119	68,466,354
Newport News	611,106	.....	72,000	889,881	.....	290	151,342	8,378,851
New York	47,842,687	172,048,116	38,528,179	34,591,202	146,170,858	68,284,161	32,252,746	283,345,272
Norfolk and Portsmouth	374,400	.....	.....	.....	.....	.....	.....	2,134,161
Philadelphia	4,983,004	10,439,600	3,244,517	7,961,233	8,091,305	2,457,885	879,011	46,072,496
Portland, Falmouth, Me.	2,324,052	5,844,855	524,165	496,992	10,326,079	35,215,682	737,062	13,642,373
Galveston	184,326	.....	27,000	456,388	.....	.....	.....	2,048,603
Mobile	61,047	.....	58,467	.....	9,822	2,486,244	.....	3,069,907
New Orleans	8,378,107	66,027	648,243	4,187,342	386,284	967,760	2,767,600	6,867,064
Puget Sound	264,680	209,088	103,910	1,236	740,552	653,996	149,820	886,886
San Francisco	527,234	29,781	415,080	3,139,708	273,811	445,921	730,368	649,719
Principal port, border dis.	2,889,637	108,017	4,775,014	518,171	11,221,453	17,283,981	7,977,902	12,321,881
Other Districts	609,884	441,553	468,721	72,127	3,326,869	9,406,886	24,613,688	9,282,611
Total Exports, 1903	66,738,931	293,401,943	58,154,546	63,537,840	313,519,817	905,494,949	127,982,778	535,375,757
" " 1902	81,862,981	242,015,083	47,198,997	21,865,465	270,141,141	922,462,889	129,433,963	504,180,555
" " 1901	58,269,623	334,431,731	52,528,512	61,845,309	447,620,337	950,456,004	168,212,116	607,266,176
" " 1900	51,915,745	326,656,576	56,351,147	92,555,436	469,924,828	928,048	166,491,823	609,473,872
" " 1899	49,368,318	323,636,680	46,066,647	97,054,411	558,005,388	216,946,559	171,615,148	680,098,869
" " 1898	37,866,623	297,458,906	48,724,788	106,319,190	619,883,235	220,011,750	147,231,864	628,686,323
" " 1897	42,904,631	379,892,560	43,954,117	55,609,068	578,063,822	171,956,663	73,949,589	623,290,303
" " 1896	61,168,927	293,925,463	85,893,268	85,442,098	428,359,680	152,912,862	63,869,513	528,320,203
" " 1895	61,465,113	284,356,114	60,092,722	24,577,117	455,880,861	110,860,526	70,139,941	517,366,756
" " 1894	59,524,794	204,314,900	65,890,094	34,576,537	440,544,068	95,945,141	63,676,407	479,703,809
" " 1893	68,710,589	173,897,488	54,307,218	62,238,889	347,686,890	81,776,512	50,604,673	341,884,808
" " 1892	90,112,775	223,868,363	70,360,663	87,022,614	525,456,670	85,296,622	78,193,253	463,010,086

WEEKLY PRICES OF PROVISIONS FOR 1903.

DATE.	PORK.		LARD.		D. S. CLEAR RIB.	BACON. CLEAR RIB.
	Mess.		Prime	Steam.	Bulk.	Packed.
		Per Barrel.		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.
January 8		\$17.75		\$9.77½	\$ 8.87½	\$10.25
10		17.60		9.55	8.75	9.75
17		17.65		9.55	9.00	10.00
24		17.90		9.70	9.12½	10.12½
31		16.60		9.40	9.12½	10.12½
February 7		17.10		9.80	9.12½	10.12½
14		17.85		9.45	9.87½	10.87½
21		17.70		9.42½	9.62½	10.50
28		18.00		9.45	9.87½	10.75
March 7		18.85		9.80	10.00	10.87½
14		18.12½		9.77½	10.00	10.87½
21		18.10		9.65	10.12½	11.00
28		18.05		9.80	10.12½	11.00
April 4		17.50		9.62½	10.00	11.00
11		17.62½		9.57½	10.12½	11.12½
18		18.20		9.60	10.12½	11.12½
25		18.82½		9.87½	10.00	11.00
May 2		17.50		8.90	9.75	10.75
9		17.70		8.70	9.62½	10.62½
16		17.67½		8.60	9.62½	10.62½
23		17.90		8.75	9.62½	10.62½
30		17.65		8.42½	9.62½	10.62½
June 6		17.80		8.42½	9.25	10.25
13		17.42½		8.40	9.25	10.25
20		17.27½		8.40	9.25	10.25
27		15.57½		7.80	8.62½	9.50
July 4		16.00		7.80	8.87½	9.75
11		14.90		7.25	8.75	9.62½
18		14.80		7.80	8.50	9.25
25		14.20		6.90	8.25	9.00
August 1		14.10		7.00	8.25	8.87½
8		18.72½		7.10	8.00	8.62½
15		18.40		7.05	8.00	8.87½
22		18.27½		7.80	8.12½	9.00
29		12.90		7.52½	8.12½	9.00
September 5		18.10		7.80	8.25	9.25
12		18.90		8.27½	8.62½	9.87½
19		18.65		8.15	8.75	9.75
26		12.65		7.52½	9.00	10.00
October 3		11.90		7.55	8.00	10.00
10		11.70		6.87½	8.75	9.50
17		11.95		6.42½	8.62½	9.87½
24		11.95		6.45	8.00	8.75
31		12.00		6.52½	8.00	8.75
November 7		11.80		6.65	8.00	8.75
14		11.90		6.85	7.75	8.50
21		11.80		6.62½	7.62½	8.87½
28		11.25		6.32½	7.00	8.00
December 5		11.80		6.85	7.00	8.00
12		11.90		6.42½	6.75	7.50
19		11.95		6.87½	6.75	7.50
26		12.47½		6.55	6.75	7.50

LIVE STOCK.

By E. S. McINTYRE, Assistant Editor of the Daily National Live Stock Reporter.

The St. Louis live stock market has passed another highly successful year. Receipts made gains in every department. The cattle record was larger than ever before, the arrivals amounting to 1,209,121 head. Hogs made the magnificent gain of 291,478 head, sheep a gain of 25,398 head and horses and mules a gain of 15,014 head. The total of all classes of live stock received was the greatest in the history of the market, being 3,698,541 head, as compared with 3,339,163 in 1902.

The demand for all classes of live stock on the St. Louis market was largely increased during 1903. The actual operation of a new plant was begun in June and with this additional packing plant working to its full capacity the local outlet was increased 25 per cent.

This, however, was only one source of the increase in capacity. Another was a large expansion in the local butcher demand. During the year new hands took charge of several St. Louis slaughtering establishments and have increased their business considerably, so much so that they are more forceful factors in the general market than ever before. All along the line the local butcher demand, which is the best of any market in the country, has shown growth and increase in strength, and the competition which it has given large local houses has been the means of bringing much stronger prices to live stock shippers. Yet another feature of the demand which has shown development is the order demand from other sources, particularly in the cathe department. Many new order buyers have been added to the former force during the year, and the scope of this demand is greater and wider than ever before. The market has experienced a most remarkable growth of facilities in the last two years and the future outlook is very bright.

NATIVE CATTLE.

The native cattle trade at St. Louis during 1903 was a most remarkable one from many standpoints, but especially for the number received, the receipts showing an increase of nearly 150,000 head, of which increase the grand old State of Missouri furnished 110,000 head. The total receipts from Missouri amounting to about 325,000.

The year was also remarkable for the heavy losses which values sustained by comparison with the year prior, and it will go on record

as having been a most extraordinary one in this regard. It was an unprofitable if not a disastrous year for cattle feeders, for by the suddenness of the declines and the pressure brought to bear upon them by banks, a great many were forced to market their cattle before they were ripe. The average loss in prices during the year is estimated at \$2.00 to \$3.00 per cwt., compared with 1902, but still on a high basis compared with competing markets. The trade in stocker and feeding cattle was naturally affected by the depression in the general market and the accompanying lack of confidence in the future. This branch of the business, however, is gaining prestige steadily as is attested by the increased number of traders doing business on the market and in the wider territory from which the market is drawing its support. One new development during the year which will have a beneficial effect on the market in the future, was the establishment of a cotton-seed oil mill adjacent to the market with facilities for feeding at least a thousand head at all times.

SOUTHERN CATTLE.

No records were broken in Southern receipts, although on several occasions they were dangerously near the high points. The largest month was September, when the receipts amounted to 97,669 head. The largest week's receipts was 27,785 head, and the largest one day's total was 10,385 head on August 17th. Although the year showed a decrease in Southern cattle receipts, other principal centers likewise showed decreases in this department, and St. Louis still manifested her supremacy as a quarantine cattle market. The three principal markets combined received a total of close to 40,000 cars. Of the total St. Louis received over 23,000 cars, or nearly 60 per cent.

Prices of quarantine cattle ruled lower during the year in unison with the decline on native cattle. Compared with the opening of the year the market closed the year with values about 50c per cwt. lower, while as contrasted with the highest period, which was during the spring and early summer months, the loss amounted to between 75c and \$1.00. Compared with the extreme high time during 1902, when straight corn-fed Texas cattle brought \$8.00 and the bulk of sales of fed Texans were ranging around \$6.00@7.00, there is a loss of \$2.00@3.00 per cwt.

HOGS.

Like other branches of the trade, the receipts of hogs during the year 1903 show an increase over 1902, the total number received being 291,478 more than the preceding year, but less than any other year since 1895, showing that while the territory tributary to this market is recovering from the drought of 1901, farmers and stock raisers have not yet been able to get fully restocked and produce as many hogs as prior to that time.

The market at all times throughout the year has been in a good, healthy, active condition, and average prices realized by the shippers were much higher than those paid at competing points for all classes, but especially for good, nice, smooth, solid corn-fed butcher grades, it being a well-established fact that at this market there are more independent city butchers than at any other Western market, making the competition for his class much keener than elsewhere. The general demand has grown recently, and is now much larger than ever before. The local packing houses, which have been in operation in former years, wanted more hogs than ever, and the opening of the new plant increased the demand at least 20 per cent. Eastern order buyers also operated freely, and seldom got more than half as many as were needed to fill their demand.

The year opened with the best hogs selling from \$6.75@7.00, and prices gradually advanced until \$7.75 was reached, during the last week in March, when a reaction set in; and before the middle of May the market was again down to about the same basis as at the beginning of the year. The decline could not be checked, and values continued downward each week until, by the middle of August, the best hogs were selling less than \$6.00 per hundred pounds. At this time a stronger tendency developed, and an advance of about 25c was had during September, which, however, was quickly lost, and the market gradually declined throughout the rest of the year, the top frequently being less than \$4.50, leaving the prices at the end of the year around \$2.50 per cwt. lower than at the opening, but still on a high basis compared with other markets.

To keep pace with the growing demand the receipts will have to increase rapidly during the coming year, and it is hoped and expected that before the close of 1904 the St. Louis market will have received more than 2,500,000 hogs.

SHEEP.

The year 1903 was a notable one in the sheep department, receipts, as in all branches of the trade, showing an increase over 1902. Not only were the arrivals larger than the preceding year, but the largest since the market was established with the exception of two years 1896, when 632,872 head were received, and in 1897, when the arrivals amounted to 660,380, the high record for this market.

Although the receipts for the year just closed show an increase over recent years, this increase has not been anywhere near in keeping with the demand. Not only have city butchers and local packers wanted increased supplies over former years, but the opening of a new mammoth plant has increased the demand fully one-fourth, and this fact has caused values during the past six months to be a much stronger basis for all good lambs and mutton sheep compared with other Western markets. One striking evidence of this was that slaughterers were

frequently compelled to make purchases at other points and ship them in to fill urgent orders. Outside slaughterers, though they tried time and again to make purchases, were unable to do so on account of the strong competition existing among local buyers, and it has long ago been a thing of the past for sellers to be dissatisfied with prices offered and forward their sheep elsewhere to be sold.

The stocker and feeder trade has also been in a flourishing condition so far as was possible with the small number received. At all times buyers have been on hand who absorbed all good, young, thin sheep to take to the country, and they would have purchased five or six times as many more had they been available.

The future prospects are brighter for this branch of the trade than ever before, and with the receipts properly distributed 1,000,000 sheep can be handled easily and to the advantage of all concerned. In fact, this number will be absolutely needed to meet the enlarged demand which has been occasioned by expanded facilities and the growing popularity of the market.

HORSES AND MULES.

The year 1903 was truly a satisfactory one in the horse trade. It was not only satisfactory but remarkable by reason of the fact that the receipts were larger. The showing is all the more remarkable when other markets showed decreases. The gain therefore can only be attributed to the increasing popularity of the market.

So far as prices during the year were concerned, they were on a higher basis. First during the combined season of Southern and Eastern demand it was on both classes. Later, when the Southern trade subsided the values on Southern horses remained stationary, while values on big horses kept advancing. The spring and summer market witnessed the highest prices which have been paid for drafters and chunks in a period of twelve years.

Along toward the middle of September the Eastern trade began to weaken, and by the first of October a big decline had taken place on heavy horses. This loss amounted to from \$20@30 per head, and continued in force to the close of the year.

The trade in mules was also very satisfactory, though there was no special demand, such as prevailed for war mules in recent years. The cotton mule demand was heavy during the early months, and during the summer months the Eastern demand was good. Values on mules were exceptionally high, for the firm position of the market was maintained at all seasons, and the gradual upward inclination brought about an advance over last year of \$5 to \$10 per head. The year closed with cotton mules selling higher than ever before on this market, for notwithstanding the high prices they had previously brought the excitement in the cotton market and the high prices prevailing for that staple stimulated the demand so that the high range of prices of 1902 were not only maintained but advanced.

**RECEIPTS AND SHIPMENTS OF CATTLE, SHEEP, HOGS, HORSES AND MULES
FOR THIRTY-FOUR YEARS.**

YEAR.	RECEIPTS.				SHIPMENTS.			
	Cattle.	Sheep.	Hogs.	Horses & Mules	Cattle.	Sheep.	Hogs.	Horses & Mules
1908.....	1,209,121	565,896	1,785,878	187,711	888,498	88,978	267,000	117,185
1907.....	1,181,628	540,443	1,494,395	122,697	842,191	74,241	182,894	98,425
1906.....	969,881	534,115	2,236,945	149,716	252,749	77,476	406,024	119,988
1905.....	795,800	434,133	2,156,972	169,082	207,998	65,199	512,561	147,463
1904.....	766,032	432,566	2,147,144	130,236	324,177	97,722	578,037	108,772
1903.....	795,611	477,091	2,136,328	128,542	254,619	127,184	578,051	117,608
1902.....	960,763	660,380	2,065,283	105,570	367,684	212,759	339,319	97,543
1901.....	955,613	632,872	1,997,895	121,722	350,087	254,602	385,462	121,902
1900.....	851,275	510,660	1,440,342	77,820	974,738	119,768	605,319	81,926
1899.....	773,571	359,896	1,489,856	59,822	281,260	90,528	642,699	67,564
1898.....	903,257	397,725	1,105,105	46,834	475,966	231,476	575,946	55,951
1897.....	801,111	376,922	1,310,811	45,759	435,838	245,085	719,989	49,077
1896.....	773,499	402,989	1,380,569	55,975	464,794	277,836	704,378	66,891
1895.....	639,014	358,496	1,359,789	82,071	361,706	251,728	665,471	79,039
1894.....	508,190	358,495	1,120,930	78,104	297,579	255,875	429,310	65,899
1893.....	546,875	456,069	929,230	58,458	336,206	816,676	294,369	61,192
1892.....	464,828	417,425	1,032,240	57,048	277,406	287,018	324,735	59,223
1891.....	377,550	328,985	1,264,471	42,032	312,958	302,725	529,362	39,796
1890.....	386,320	362,858	1,455,635	39,385	228,249	228,391	789,487	35,610
1889.....	450,717	389,822	1,474,475	41,870	815,433	245,545	678,374	39,544
1888.....	405,090	398,612	1,151,785	44,913	249,523	217,870	609,368	44,543
1887.....	443,169	443,120	846,228	42,718	188,486	245,071	264,584	46,255
1886.....	503,862	334,426	1,672,153	42,365	298,092	170,395	389,969	43,794
1885.....	424,720	205,969	1,840,684	46,011	228,879	93,522	770,769	44,416
1884.....	420,654	182,648	1,762,724	33,289	226,265	88,063	696,099	36,947
1883.....	406,335	168,095	1,451,634	27,878	261,733	74,433	598,937	30,867
1882.....	411,969	200,502	896,319	22,652	261,466	87,699	314,387	25,157
1881.....	349,043	157,831	877,160	22,271	229,430	67,896	282,576	26,301
1880.....	335,742	125,679	628,569	27,516	216,701	37,784	196,739	23,675
1879.....	360,925	114,913	1,126,586	27,175	226,678	35,577	455,710	30,293
1878.....	279,678	85,434	973,512	.....	180,082	18,992	224,673	.....
1877.....	263,404	115,904	759,076	.....	164,870	29,540	185,700	.....
1876.....	199,527	118,899	633,370	.....	130,018	37,485	113,913	.....
1875.....	201,422	94,477	310,850	.....	129,748	11,642	17,156	.....

RECEIPTS AND SHIPMENTS OF LIVE STOCK FOR 1903.

ROUTE.	RECEIPTS.				SHIPMENTS.			
	Cattle, Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.	Cattle, Head.	Hogs, Head.	Sheep, Head.	Horses & Mules, Head.
Chicago & Alton R.R. (Mo. Div.).	87,686	60,579	28,167	5,818	8,215	1,857	872	126
Missouri Pacific R.R.	161,575	204,735	48,841	14,653	5,448	467	1,900	780
St. Louis & San Francisco R.R.	817,027	207,246	124,044	7,765	1,122	90	863	1,661
Wabash R.R. (West.)	72,885	285,449	52,740	21,108	6,982	5,850	6,748	1,066
St. L., Kas. City & Colo. R.R.	4,148	22,895	8,984	249	166	.....	.....	842
Missouri, Kansas & Texas R.R.	863,423	116,850	89,724	4,006	2,245	1,422	685	847
St. Louis Southwestern R.R.	4,462	16,934	1,285	79	48	8	.....	94
St. Louis, Iron Mountain & Southern R.R.	66,077	67,807	21,814	2,469	1,981	60	970	6,117
St. Louis, I. M. & S. R.R. (Ill. Div.).	28,886	12,680	81,052	8,484	7,181	.....	.....	21
Illinois Central R.R.	11,626	64,464	24,426	4,211	10,162	.....	8,896	17,670
Louisville, Henderson & St. Louis R.R.	11,708	44,456	11,428	687	2,846	536	.....	84,584
Mobile & Nashville R.R.	5,133	9,411	10,889	455	7,013	8,564	2,419	6,432
Southern Railway Co.	4,289	91,893	9,477	1,498	28,548	51,861	2,201	1,168
Baltimore & Ohio S.-W. R.R.	8,901	69,764	12,575	8,803	74,826	5,515	15,766	5,731
Chicago & Alton R.R.	2,446	20,801	8,230	1,575	81,728	25,440	8,496	5,624
Cleveland, Cin., Chi. & St. Louis R.R.	4,654	18,502	7,268	2,050	45,968	89,154	1,989	5,632
Vandalia R.R.	8,101	28,004	4,477	2,161	66,804	7,480	26,494	17,891
Wabash R.R. (East.)	2,285	12,850	4,924	456	18,538	62,094	1,907	8,156
Toledo, St. Louis & Western R.R.	9,228	44,601	6,524	1,676	18,437	1,608	2,358	2,261
Chicago, Peoria & St. Louis R.R.	6,533	64,868	9,970	7,778	6,969	9,866	1,887	681
Chicago, Burlington & Quincy R.R.	81,179	186,020	69,795	87,281	2,229	2,695	1,595	1,204
St. Louis, Keokuk & Northwestern R.R.	8,542	17,526	4,861	1,231	1,086	848	1,802	718
Upper Mississippi River	12,041	62,856	13,975	1,086	1,284	128	248	2,687
Lower Mississippi River	2,238	19,058	4,044	166	289	19	24	281
Illinois River	196	1,871	864	22	8	.....	.....	87
Missouri River	124	8,238	186	8	.....	.....	.....	241
Ohio, Cumberland & Tennessee Rivers	21,272	15,686	4,484	12,262	.....	.....	.....	.....
Driven	1,209,121	1,785,873	565,886	187,711	388,498	267,000	68,978	117,185
Total	1,209,121	1,785,873	565,886	187,711	388,498	267,000	68,978	117,185

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT THE ST. LOUIS NATIONAL
STOCK YARDS FOR THE YEAR 1903.**

1903. Month.	Receipts.					Shipments.				
	Cars.	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cars.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January ..	5,596	80,789	140,190	80,858	15,402	1,364	18,782	11,847	1,911	18,618
February ..	4,675	61,296	126,416	83,374	13,672	1,222	15,361	18,444	642	12,356
March.....	4,279	58,189	115,272	26,415	18,918	1,142	12,462	24,117	961	11,881
April.....	3,948	54,822	118,614	44,598	10,646	1,087	14,461	20,840	7,347	8,618
May.....	5,180	76,895	141,019	62,329	7,875	1,081	15,858	19,788	18,228	5,621
June.....	4,105	70,215	100,226	53,194	8,497	1,259	24,065	28,089	14,186	2,884
July.....	6,952	127,119	149,867	64,284	6,954	2,017	45,276	82,973	11,127	5,414
August.....	6,908	131,069	125,655	50,303	11,391	1,716	35,381	80,218	12,399	7,678
September ..	7,642	153,329	130,294	48,961	11,781	2,187	47,908	28,721	4,152	10,687
October....	7,181	140,349	147,203	47,045	12,383	1,844	41,715	20,962	4,511	11,140
November ..	5,426	103,265	119,432	35,408	9,983	1,229	28,639	5,885	1,944	7,852
December..	5,511	82,432	153,890	41,320	11,663	1,094	18,678	6,868	4,257	10,689
Totals..	67,353	1,189,749	1,568,038	528,089	128,615	17,192	318,316	248,647	76,610	107,883

**RECEIPTS AND SHIPMENTS OF LIVE STOCK AT UNION STOCK YARDS
FOR THE YEAR 1903.**

1903. Month.	Receipts.				Shipments			
	Cattle.	Hogs.	Sheep.	Horses and Mules.	Cattle.	Hogs.	Sheep.	Horses and Mules.
January.....	2,876	17,265	2,789	291	492	514	248	401
February.....	2,839	18,763	3,108	336	395	783	163	271
March.....	3,640	22,530	3,521	215	454	2,978	168	165
April.....	4,161	23,818	3,299	106	679	2,272	364	156
May.....	4,475	24,022	3,202	126	474	1,898	162	89
June.....	4,544	24,538	4,088	117	512	1,764	190	184
July.....	4,133	21,182	4,246	208	378	1,594	183	165
August.....	3,908	19,977	4,578	124	531	761	507	70
September ..	4,973	22,338	5,581	232	479	2,412	175	290
October.....	4,595	23,691	5,215	285	419	2,567	266	123
November ..	4,322	22,789	4,362	91	722	1,621	225	96
December..	4,556	24,994	5,103	201	589	1,076	495	361
Totals.....	48,722	265,427	50,673	2,296	6,124	20,873	3,140	2,323

WEEKLY PRICES OF LIVE STOCK FOR 1903.

From Daily National Live Stock Reporter.

Week Ending.	CATTLE.		HOGS.		SHEEP.	
	Best Native Steers.	Best Texas Steers.	Top.	Bulk.	Best Lambs.	Best Sheep.
January 8.....	\$5 25	\$4 40	\$6 90	6 85@6 75	\$ 5 50	\$4 50
10.....	5 75	4 60	6 90	6 15 6 75	5 75	4 75
17.....	5 40	4 45	6 85	6 40 6 72½	6 25	4 80
24.....	5 10	4 60	6 90	6 35 6 80	6 25	4 85
31.....	5 25	4 50	7 00	6 55 6 35	6 40	5 00
February 7.....	5 25	4 55	7 05	6 60 7 00	6 55	5 25
14.....	5 10	4 85	7 12½	6 55 6 95	6 55	5 25
21.....	5 10	4 40	7 50	6 70 7 80	7 00	5 25
28.....	5 25	4 65	7 40	6 75 7 20	7 00	5 25
March 7.....	5 25	5 00	7 80	6 95 7 45	7 85	5 50
14.....	5 10	4 50	7 65	7 20 7 57½	7 85	5 80
21.....	5 20	4 45	7 55	7 00 7 45	7 85	5 90
28.....	5 40	4 35	7 75	7 15 7 60	7 40	6 15
April 4.....	5 10	4 50	7 60	7 05 7 35	7 80	6 25
11.....	5 25	4 75	7 50	7 05 7 35	7 50	6 25
18.....	5 60	5 00	7 55	6 50 7 40	7 40	6 00
25.....	5 40	4 95	7 40	6 90 7 25	7 00	6 00
May 2.....	5 50	5 00	7 20	6 75 7 05	6 25	5 00
9.....	5 55	4 90	7 00	6 55 6 90	7 00	5 00
16.....	5 80	4 55	6 70	6 80 6 67½	7 00	5 25
23.....	5 25	4 65	6 55	6 05 6 42½	6 50	4 75
30.....	5 00	4 85	6 80	5 90 6 15	6 25	4 50
June 6.....	5 25	4 90	6 25	5 60 6 20	6 25	4 75
13.....	*	*	*	*	*	*
20.....	5 10	4 25	6 15	5 90 6 10	6 50	4 30
27.....	5 20	4 90	6 05	5 55 5 95	6 50	4 60
July 4.....	5 20	4 50	6 10	5 60 5 95	6 00	4 25
11.....	5 15	4 50	6 05	5 55 5 95	6 50	4 75
18.....	5 20	4 25	5 80	5 30 5 67½	6 00	3 90
25.....	5 35	4 40	6 05	5 45 5 75	5 75	3 75
August 1.....	5 25	4 40	6 00	5 20 5 60	5 60	3 75
8.....	5 25	4 40	5 95	5 30 5 65	5 90	3 65
15.....	5 80	4 05	5 95	5 30 5 75	6 00	3 75
22.....	5 25	3 75	6 10	5 80 5 75	5 90	3 85
29.....	5 55	4 80	6 20	5 50 5 90	5 50	3 50
September 5.....	5 60	4 90	6 20	5 55 6 05	5 75	3 75
12.....	5 65	4 10	6 25	5 60 6 00	5 50	3 65
19.....	5 70	4 20	6 25	5 75 6 20	5 75	3 90
26.....	5 65	4 15	6 35	5 85 6 20	6 10	4 00
October 3.....	5 55	4 05	6 25	6 10 6 25	5 70	4 00
10.....	5 50	3 55	6 25	5 75 6 20	5 75	4 00
17.....	5 50	3 75	6 07½	5 40 6 17½	5 50	3 85
24.....	5 40	3 95	5 70	5 40 5 95	5 40	3 75
31.....	5 50	3 50	5 72½	5 30 5 65	5 60	3 65
November 7.....	5 30	3 50	5 25	4 90 5 50	5 50	3 65
14.....	5 40	3 75	5 20	4 90 5 17½	5 65	3 65
21.....	5 15	3 80	4 85	4 70 5 15	5 40	3 80
28.....	5 15	3 70	4 50	4 50 4 75	5 50	3 80
December 5.....	5 20	3 95	4 75	4 20 4 45	5 50	3 75
12.....	5 35	3 60	4 75	4 40 4 70	5 85	3 65
19.....	5 10	3 65	4 75	4 45 4 70	5 60	3 75
26.....	6 00	3 90	4 82½	4 50 4 70	5 80	3 65
31.....	5 80	4 20	4 87½	4 60 4 85	5 75	3 65

* Highwater, no market.

TOBACCO.

LEAF.

The receipts and shipments of leaf tobacco for the past seven years compare as follows:

Year.	Receipts. Hhds.	Receipts, Pkgs.	Shipments, Hhds.
1908.....	51,402	11,678	1,509
1902.....	56,534	11,027	1,944
1901.....	52,127	9,698	1,775
1900.....	44,914	13,997	2,466
1899.....	66,902	11,536	3,658
1898.....	48,618	11,864	3,569
1897.....	53,850	9,053	7,709

Nearly all the leaf tobacco was brought from points outside the State, largely from Kentucky, and used by the local factories in the manufacture of tobacco, snuff, cigars and cigarettes. Some receipts were from Cuba and Porto Rico for the manufacture of cigars.

MANUFACTURED.

St. Louis maintains its position as the place where more tobacco is manufactured annually than any other place in the world. The total amount manufactured in 1903 in the first Missouri district, of which nearly the entire amount is the output of St. Louis factories, was 80,875,428 pounds, against 82,593,541 pounds in 1902 and 82,010,863 pounds in 1901, and, if snuff is included, the amount would be 80,886,024 pounds. In addition to the amount manufactured in St. Louis, there was received 15,425,260 pounds from other points, making the total business of the year 96,285,284 pounds. Shipments were 99,708,650 pounds.

The output of cigars was 62,193,000. The total number of cigars sold in this market during the year is placed at 275,000,000. The value of tobacco and cigars manufactured was fully \$45,000,000.

The Commissioner of Internal Revenue reports the total amount of tobacco manufactured in the United States in 1902 as \$47,615,472 pounds, of which the first Missouri district produced 83,824,193 pounds, equal to nearly 24%.

TOBACCO MANUFACTURED IN THE UNITED STATES DURING 1902,

And Totals for Previous Years.

From the report of the Commissioner of Internal Revenue.

STATE AND DISTRICT.	Pounds Plug.	Pounds Fine Cut.	Pounds Smoking	Pounds Snuff.	Total Pounds, 1902.	Total Pounds, 1901.
Missouri.....1st.	78,618,491	8,094	5,186,767	10,841	83,824,193	81,131,104
Kentucky .. .5th.	29,827,289		5,178,742	62,860	35,068,891	20,094,573
North Carolina..5th.	23,966,638		405,931		24,372,569	21,259,176
North Carolina..4th.	2,618,031		25,218,993	44,470	27,881,494	20,334,781
Virginia.....2nd.	16,802,223		5,275,678	15,627	22,093,528	8,517,115
Virginia.....6th.	8,704,998	22,603	797,277	140,872	9,665,750	25,696,019
New Jersey.....5th.	7,116,012	3,200,197	10,907,372	5,583,323	26,806,904	7,551,311
Michigan.....1st.	2,119,564	1,566,924	5,581,161	81,352	9,349,001	12,787,479
Maryland.....1st.			9,863,427	2,858,028	12,721,455	20,396,792
Ohio.....1st.	9,231,780	2,463	13,332,253	470	22,566,966	22,305,933
Illinois.....1st.	6,619,098	3,983,626	10,375,770	846,253	15,824,747	11,796,608
Other Districts.....	6,112,667	3,281,710	39,007,362	9,588,745	57,940,474	43,168,106
Total 1902.....	185,736,781	12,065,617	131,130,733	18,682,341	347,615,472	
Total 1901.....	172,498,786	11,722,814	112,156,974	17,513,317		313,891,391
Total 1900.....	165,755,390	11,462,797	101,548,467	13,805,311		300,707,189
Total 1899.....	160,876,541	11,687,838	102,468,594	14,723,392		294,636,214
Total 1898.....	185,730,335	11,415,231	89,240,526	13,607,681		276,139,929
Total 1897.....	153,397,907	12,127,268	85,463,194	13,768,458		297,089,311

FIRST MISSOURI INTERNAL REVENUE COLLECTION DISTRICT.

YEAR.		Tobacco manu- factured. Lbs.	Am't tax paid.
Fiscal,	1873	5,441,573	\$1,004,000 05
"	1874	4,794,986	1,184,061 82
"	1875	6,234,408	1,317,683 26
"	1876	4,928,147	1,185,712 98
Calendar,	1877	5,484,431	1,319,036 16
"	1878	5,900,001	1,446,716 84
"	1879	6,670,486	1,477,800 00
"	1880	12,689,784	2,063,549 45
"	1881	17,234,989	2,751,377 00
"	1882	17,170,190	2,736,826 82
"	1883	23,385,739	2,319,433 19
"	1884	23,681,104	1,818,508 27
"	1885	23,517,401	2,235,026 06
"	1886	23,448,038	2,484,304 41
"	1887	40,384,676	3,323,774 00
"	1888	46,006,806	3,300,744 26
"	1889	44,864,667	3,097,172 39
"	1890	51,782,102	4,143,368 21
"	1891	60,384,436	5,026,066 24
"	1892	57,677,851	3,460,641 00
"	1893	50,465,947	3,087,988 87
"	1894	57,097,445	3,426,846 73
"	1895	57,447,810	3,442,578 60
"	1896	63,134,513	3,189,070 78
"	1897	63,698,229	3,753,256 74
"	1898	64,898,621	5,633,743 86
"	1899	66,873,197	8,080,788 62
"	1900	79,294,909	9,518,835 13
"	1901	88,010,968	8,896,648 22
"	1902	82,508,541	6,486,203 24
"	1903	80,875,426	4,862,525 71

The manufactures of the past five years can be classified as follows:

	1903. Pounds.	1902. Pounds.	1901. Pounds.	1900. Pounds.	1899. Pounds.
Plug Chewing Tobacco.	75,900,745	77,869,941	76,295,712	73,525,555	60,867,229
Fine Cut.....		12,756	81,370	73,015	108,486
Smoking.....	5,014,693	5,221,844	5,693,781	5,696,389	5,937,524
Sunk.....	10,506	10,424	14,508	14,901	16,086
Total.....	80,926,024	82,608,965	82,025,871	97,809,860	66,699,325

CIGARS MANUFACTURED IN ST. LOUIS.

YEAR.		Manufact'd.	Amount of tax paid.
Fiscal,	1874	35,425,330	\$ 178,908 45
"	1875	36,037,683	186,883 90
"	1876	31,841,875	191,051 25
Six mon's	1877	17,686,717	106,520 80
Calendar	1878	36,560,500	219,383 08
"	1879	35,042,043	210,263 28
"	1880	38,399,575	230,297 45
"	1881	41,867,917	251,207 50
"	1882	40,877,750	245,268 59
"	1883	40,021,079	166,674 84
"	1884	51,327,500	121,094 40
"	1885	41,466,220	121,510 87
"	1886	43,588,363	130,759 09
"	1887	46,732,973	140,198 83
"	1888	47,294,380	141,832 18
"	1889	46,288,225	138,867 63
"	1890	38,934,200	.....
"	1891	53,274,983	159,825 95
"	1892	56,964,376	170,953 13
"	1893	53,787,160	161,316 47
"	1894	51,435,580	154,306 59
"	1895	49,078,890	147,221 68
"	1896	47,192,814	141,578 45
"	1897	46,282,433	139,847 89
"	1898	47,830,690	158,691 01
"	1899	49,118,600	176,808 96
"	1900	55,671,716	200,418 17
"	1901	46,325,000	158,872 00
"	1902	48,181,634	160,488 78
"	1903	62,198,000	186,679 14

TOBACCO, CIGARS, AND SNUFF, MANUFACTURED IN ST. LOUIS FOR
SIX YEARS.

	1903.	1902.	1901.	1900.	1899.	1898.
Tobacco.....lbs.	80,875,428	81,754,259	80,766,883	78,170,850	64,630,067	61,255,250
Cigars M.....	62,198	48,181	46,825	46,548	41,167	89,884
Cigarettes M.....	640	5,514	11,500	57,816	69,909	809,962
Snuff.....lbs.	10,596	10,424	14,500	14,901	16,683	20,072

LUMBER.

By L. M. BOBBS, Secretary Lumbermen's Exchange of St. Louis.

The lumber business of this city for the year 1903 has been most aggressively prosperous. The principal reasons for this marked condition are two-fold. During the past year many lumber manufacturers who in former years operated in the Northern States had transferred their interests to the South, and naturally marketed their products through St. Louis. In addition to this the St. Louis lumbermen greatly increased their direct shipments from points of manufacture to that of consumption. While both these causes enumerated vastly increased the volume of business done by St. Louis firms, such business does not show nor is it considered in the following tabulated record of receipts and shipments for St. Louis. The receipts for the three years over each railroad were as follows:

NAME OF ROAD.	Cars. 1903.	Cars. 1902.	Cars. 1901.
Chicago & Alton, (Mo. Div.).....	12	116	62
Missouri Pacific	5,408	8,552	2,688
Frisco System.....	4,625	1,734	924
Wabash (West).....	264	212	574
St. Louis, Kansas City & Colorado.	56	26	9
Missouri, Kansas & Texas.....	678	811	187
St. Louis, Southwestern.....	9,246	10,933	7,785
St. Louis Iron Mountain & Southern.....	59,985	65,199	58,414
Illinois Central.....	18,197	16,706	13,245
Louisville, Henderson & St. Louis.....	65	75	32
Louisville & Nashville.....	1,944	2,800	2,020
Mobile & Ohio.....	23,272	24,574	18,924
Southern Ry.....	687	776	1,088
Baltimore & Ohio Southwestern.....	2	20	105
Chicago & Alton.....	826	620	883
Cleveland, Cincinnati, Chicago & St. Louis.....	26	79	159
Vandalia.....	204	153	225
Wabash (East).....	1,072	1,284	1,294
Toledo, St. Louis & Western.....	506	359	124
Chicago, Peoria & St. Louis.....	689	1,021	1,154
Chicago, Burlington & Quincy....	868	468	501
St. Louis, Keokuk & Northwestern.....	1,858	1,119	2,050
St. Louis Valley Ry.....	1,968	5	.....
TOTAL	125,847	181,576	111,897

In addition to this rail movement of lumber the report of the harbor master shows the following receipts by river:

	1903.	1902.	1901.
Lumber	88,083,600	51,957,800	62,602,966
Shingles, pieces	3,271,400	6,455,000	11,196,250
Lath, pieces	428,800	7,067,000	12,385,550
Pickets, pieces .....	.....	216,000	147,980
Logs, superficial feet...	4,426,000	1,561,830	9,331,800

To reduce this amount of lumber to feet is a problem which cannot be solved with any degree of accuracy. For this reason the same basis of 12,000 feet to the car is taken. This gives the following as the total receipts of the St. Louis market:

	Feet—1908.	Feet—1902.
By Rail	1,510,164,000	1,578,912,000
By River	33,083,600	551,967,800
Logs by River	4,428,000	15,618,300
Total	1,547,675,600	1,646,488,100

The shipments for the three years over each of the railroads were as follows:

NAME OF ROAD.	Cars. 1908.	Cars. 1902.	Cars. 1901.
Chicago & Alton (Mo. Div.)	528	872	568
Missouri Pacific	12,892	12,506	14,199
Frisco System	2,847	786	478
Wabash (West)	4,064	5,007	4,808
St. Louis, Kansas City & Colorado	881	638	621
Missouri, Kansas & Texas	987	1,175	1,129
St. Louis Southwestern	1	25	7
St. Louis, Iron Mountain & Southern	267	208	226
Illinois Central	2,884	1,983	1,873
Louisville, Henderson & St. Louis	46	24	14
Louisville & Nashville	180	83	101
Mobile & Ohio	46	68	10
Southern Ry.	606	971	881
Baltimore & Ohio Southwestern	1,581	1,887	1,405
Cleveland, Cincinnati, Chicago & St. Louis	8,716	8,052	2,657
Chicago & Alton	8,804	4,554	4,007
Vandalia	6,168	6,890	5,946
Wabash (East)	17,746	12,018	12,899
Toledo, St. Louis & Western	2,588	4,072	3,047
Chicago, Peoria & St. Louis	9,765	4,051	3,737
Chicago, Burlington & Quincy	8,852	4,897	4,562
St. Louis, Keokuk & Northwestern	8,409	7,964	5,296
St. Louis Valley Ry.	96	21	.....
TOTAL	81,572	71,727	68,289

On a basis of 12,000 feet to the car this gives the following as the total shipments:

	Feet—1908.	Feet—1902.
By rail	978,864,000	860,724,000
By river	1,836,000	2,086,000
Totals	980,700,000	862,810,000

This shows a gain in shipments over the preceding year of 115,890,000 ft. which proves conclusively that the past year was the most prosperous year St. Louis lumbermen have ever known as to both local and country business.

BAGGING AND COTTON TIES.

Another short cotton crop has caused a smaller business in bagging and ties for 1903 as compared with 1902.

Local manufacturers report a decrease in the amount of bagging manufactured and an increase in the amount on hand at close of the year as compared with previous year.

RECEIPTS OF JUTE FOR SIX YEARS

RECEIPTS.	1908.	1902.	1901.	1900.	1899.	1898.
Jute, bales.....	68,828	76,510	51,883	87,313	42,306	28,953

SHIPMENTS OF BAGGING FOR NINE YEARS.

SHIPMENTS.	1908.	1902.	1901.	1900.	1899.	1898.	1897.	1896.	1895.
Bagging, pcs.....	155,982	261,820	381,113	212,619	256,312	273,641	305,870	181,811	289,671

BAGGING MANUFACTURED.

1903.....	10,400,000 yards.
1902.....	11,000,000 "
1901.....	12,500,000 "
1900.....	9,976,655 "
1899.....	12,273,500 "
1898.....	12,500,000 "
1897.....	9,000,000 "
1896.....	8,000,000 "
1895.....	11,700,000 "
1894.....	12,000,000 "
1893.....	12,000,000 "

STOCKS OF BAGGING ON HAND.

Dec. 31st, 1903.....	6,000,000 yards.
" 1902.....	4,000,000 "
" 1901.....	2,500,000 "
" 1900.....	8,731,245 "
" 1899.....	5,131,200 "
" 1898.....	731,800 "
" 1897.....	200,000 "
" 1896.....	1,000,000 "
" 1895.....	1,300,000 "
" 1894.....	1,000,000 "
" 1893.....	200,000 "

RECEIPTS BAGGING.

	Pieces.	Yards.
1903.....	1,775	.....
1902.....	45,030	.....
1901.....	6,708	335,400
1900.....	12,788	639,400
1899.....	10,750	537,500
1898.....	98,645	4,682,250
1897.....	35,878	1,793,900
1896.....	42,129	2,106,450
1895.....	8,020	151,000
1894.....	1,577	78,850
1893.....	13,880	669,000

HIGHWINES AND WHISKIES.

Receipts Highwines and Whiskies.	Barrels.	Shipments Whisky.	Barrels.
1906.....	115,286	1908.....	111,572
1907.....	118,140	1907.....	151,965
1901.....	145,225	1901.....	143,729
1900.....	148,555	1900.....	155,906
1899.....	124,280	1899.....	147,664
1898.....	98,480	1898.....	116,598
1897.....	105,578	1897.....	141,425
1896.....	100,680	1896.....	107,176
1895.....	85,064	1895.....	114,305
1894.....	118,110	1894.....	123,716
1893.....	118,116	1893.....	123,065

The following is a statement of the amount of grain used, product of spirits and tax paid, etc., in St. Louis during 1903 and 1902:

	1906.	1902.
Spirits produced, gals.—Bourbon.....	86,552.2	18,845.6
Alcohol.....	000.0	000.0
Gin.....	000.0	000.0
Highwines.....	000.0	000.0
Pure neutral or cologne spirits and whisky sp'ts	000.0	000.0
Rye Whisky.....	5,778.2	8,892.2
Total.....	42,885.4	21,787.8
Amount of tax paid, at \$1.10 per gallon.....	\$85,898.4 tx.gals.	\$88,119.2 tx.gals
Alcohol withdrawn for scientific purposes free of tax	000.0 gals.	\$ 41,981.12
Whisky allowed by reason of leakage and evaporation	8,896.8 "	None.
		5,068.8 "

*Big distillers closed in this district by trust.

REMAINING ON HAND IN DISTILLERY WAREHOUSES.

	Dec. 31, 1906.	Dec. 31, 1902.
Bourbon.....	40,162.7 gals.	53,506.4 gals.
Alcohol.....	None.	None.
Gin.....	None.	None.
Pure neutral or cologne spirits and whisky spirits.....	2,808.9 "	6,290.4 "
Rye Whisky.....	16,808.8 "	14,847.6 "
Total.....	59,578.2 "	64,144.4 "

SPIRITS RECTIFIED OR COMPOUNDED.

1899.....	2,298,447.86 gals.	1898.....	3,182,097.00 gals.
1896.....	2,508,186.18 "	1897.....	3,357,411.78 "
1897.....	2,419,279.50 "	1891.....	2,289,452.87 "
1898.....	2,332,374.17 "	1890.....	2,158,456.96 "
1895.....	2,282,155.18 "	1889.....	2,207,984.13 "
1894.....	2,932,660.23 "	1888.....	2,184,546.82 "

July 1st, 1899, to June 30th, 1900, 2,098,824.81 proof galls. or 2,798,423.08 wine galls.

July 1st, 1900, to June 30th, 1901, 2,433,059.29 proof galls. or 2,761,720.18 wine galls.

July 1st, 1901 to June 30th, 1902, 2,591,564 proof galls. or 2,928,537 wine galls.

July 1st, 1902, to June 30th, 1903, 3,511,234 proof galls. or 3,219,342 wine galls.

Total number of wholesale liquor dealers' stamps issued on change of package:

1901.....	84,670	1902.....	89,862	1903.....	40,501
-----------	--------	-----------	--------	-----------	--------

NAVAL STORES.

	Bbls. Turpentine.	Pkgs. Rosin.	Commercial Bbls. of 280 lbs.	Bbls. Tar and Pitch.
1902—78 bbls., 217 tanks.	=25,529	81 560	= 145,000	20,811
1902	20,456	81,005	= 122,000	5,399
1901	26,077	90,961	= 188,066	4,596
1900	18,000	73,197	= 104,000	10,120
1899	16,000	59,620	= 89,480	6,878
1898	21,034	87,846	= 184,606	7,028
1897	18,019	76,831	= 109,758	7,100
1896	16,981	49,902	= 75,098	8,475
1895	14,752	49,350	= 78,144	12,240
1894	17,314	57,456	= 82,080	8,170
1893	15,679	44,870	= 51,375	12,048
1892	19,890	53,738	= 76,947	10,213
1891	19,470	56,322	= 75,322	5,679
1890	15,686	48,900	= 68,699	5,157
1889	18,900	49,397	= 69,300	4,167
1888	17,622	47,052	= 68,250	5,516
1887	18,262	45,231	= 66,200	8,675
1886	18,912	33,742	= 72,000	5,095
1885	13,125	48,273	= 66,860	7,343
1884	9,846	36,357	.....	5,818
1883	12,286	40,010	.....	5,779
1882	13,994	36,882	.....	8,796
1881	5,045	41,717	.....	6,293
1880	8,076	48,148	.....	4,544

The receipts of naval stores, as indicated by the above table, show considerable increase over previous year. The larger part of the naval stores received at this point are handled by St. Louis houses, this being the largest distributing point in the West, only a small portion being shipped through to Western cities.

Turpentine ranged from 45 to 57½ cents per gallon during the year. Rosin was quoted at \$1.65 to \$2.25 per barrel for common, \$3.10 to \$4.75 for best grades.

LEAD AND SPELTER.

By John Wahl Commission Co.

PIG LEAD.

The price of lead during the year 1903 averages about 10 per cent higher than that of the preceding twelve months.

Throughout the year all the lead consuming industries have been busy, and large quantities have gone into the manufacture of white lead, cables, pipes, sheets and Babitt metal. The production has been well under control, thus obviating the necessity of exporting lead in order to maintain values at home, as has been the case in former years.

The production of lead in the United States from domestic ores during the year 1903 shows nominally an increase of about 3 per cent over the previous year.

Total production of Argentiferous and Missouri lead foots up nominally 290,000 tons, as compared with 280,000 tons for the year 1902. About 70 per cent of all the lead produced in the United States is derived from Argentiferous ores.

The year 1903 has been a prosperous one for producers of Missouri lead, the output passing the previous high record of 1902.

Statistics record Missouri productions 80,000 tons, as compared with 70,000 tons for the previous year. This increase is mainly due to the growth and development of older properties, although a few new companies have made modest entries among the ranks of the producers.

The price of pig lead at the beginning of 1903 was \$4.05. The highest price was reached in April, when the metal sold at \$4.55 to \$4.57½. The year closes with prices at \$4.17½.

SPELTER.

The spelter business in the United States during the year 1903 was reasonably profitable. High prices prevailed practically throughout the year.

A decline set in about the beginning of November, but although it was rapid, the price did not fall below what would normally be considered a high level, and about the middle of December the market began to trend upward again.

The high range in prices in 1903 for spelter has been due to a strong consumptive demand, which kept smelters busy, although the increase in smelting capacity was considerable. During the summer months there were labor troubles, causing a scarcity of furnacemen.

The average price of spelter during January, 1903, was about \$4.70 St. Louis. It rose almost without interruption until August, in which month the average price was about \$5.60. In September a downward tendency became pronounced, and still more so in October, and it continued throughout November, prices dropping nominally \$4.45 St. Louis. Towards the end of December there was a rapid recovery, and prices advanced to about \$4.70.

WHITE LEAD.

St. Louis holds the foremost position in the manufacture of white lead. The brands of St. Louis have an established reputation for purity and general excellence. It is estimated that one-third of the output in the United States is manufactured here.

That the business is increasing year by year is shown by the following statement of shipments, which does not include the amount used in the city and suburbs or on the World's Fair buildings.

	Pounds.
1903	80,907,480
1902	69,430,975
1901	59,670,720
1900	50,645,780
1899	48,460,250

LEAD.

RECEIPTS AND SHIPMENTS OF LEAD IN PIGS OF 80 LBS. EACH.

Year.	Receipts	Shipm'ts.	Year.	Receipts	Shipm'ts.
1908.....	2,407,605	1,979,554	1889.....	2,018,483	1,433,087
1907.....	2,007,725	1,354,119	1888.....	1,853,780	1,293,919
1901.....	1,800,235	1,243,966	1887.....	1,442,054	766,807
1900.....	1,577,443	1,072,992	1886.....	1,110,733	637,710
1899.....	1,611,112	1,105,131	1884.....	1,044,012	625,336
1898.....	2,183,012	1,466,905	1883.....	1,114,235	532,330
1897.....	2,280,548	1,389,436	1882.....	1,197,395	987,219
1896.....	1,946,139	1,406,327	1881.....	925,406	625,266
1895.....	1,500,923	966,572	1880.....	764,887	496,036
1894.....	1,436,229	1,034,280	1879.....	817,594	408,123
1893.....	1,348,544	968,411	1878.....	764,357	523,964
1892.....	1,526,484	1,070,538	1877.....	790,028	473,281
1891.....	1,739,977	982,477	1876.....	665,557	404,300
1890.....	1,756,850	1,037,486	1875.....	579,202	320,668

SOURCES OF SUPPLY OF PIG LEAD FOR THREE YEARS.

RECEIVED BY	1908.	1907.	1901.
Chicago & Alton R. R., Mo. Div.....	.....	.....	82,030
Missouri Pacific Ry.....	552,960	719,805	492,705
St. Louis & San Francisco R. R.....	125,565	281,590	316,470
Wabash R. R. (West).....	.....	8,780	3,740
St. Louis, Kansas City & Colorado R. R.....	.....	24,450	32,800
Missouri, Kansas & Texas R. R.....	98,000	42,080	.....
St. Louis, Iron Mountain & Southern R. R.....	1,000,765	668,475	646,060
Illinois Central R. R.....	.....	.....	.....
Louisville & Nashville R. R.....	1,215	140	.....
Toledo, St. Louis & Western R. R.....	2,585	.....	.....
Chicago & Alton R. R.....	.....	9,400	18,465
Vandalia R. R.....	.....	.....	895
Wabash R. R. (East).....	86,710	81,990	.....
Chicago, Peoria & St. Louis R. R.....	854,075	.....	7,060
Chicago, Burlington & Quincy R. R.....	.....	4,435	.....
St. Louis, Keokuk & Northwestern R. R.....	225,780	220,845	250,530
TOTAL.....	2,407,605	2,007,720	1,800,235

SHIPMENTS OF WHITE LEAD.

1892.....	POUNDS. 36,988,937	1896.....	POUNDS. 40,258,600	1900.....	POUNDS. 50,710,890
1893.....	37,411,868	1897.....	39,968,015	1901.....	52,670,720
1894.....	38,660,975	1898.....	39,442,580	1902.....	59,480,975
1895.....	42,803,950	1899.....	48,460,250	1903.....	80,907,490

MONTHLY PRICES OF LEAD AND SELLER FOR TWO YEARS.

MONTH.	LEAD.				SELLER.			
	1902.		1903.		1902.		1903.	
January.....	3 87½ @ 4 00	3 95 @ 4 00	4 12½ @ 4 20	4 85 @ 4 85				
February.....	3 97½ 4 07½	3 97½ 4 00	4 87½ 4 15	4 82½ 4 90				
March.....	3 97½ 4 05	3 97½ 4 60	4 07½ 4 20	4 90 5 80				
April.....	3 97½ 4 00	4 22½ 4 57½	4 15 4 25	5 32½ 5 50				
May.....	3 85 4 00	4 15 4 25	4 12½ 4 65	5 35 5 80				
June.....	3 95 3 97½	3 85 4 17½	4 55 4 80	5 45 5 60				
July.....	3 97½ 4 00	3 97½ 4 25	4 85 5 15	5 45 5 60				
August.....	3 97½ 4 08½	4 02½ 4 25	5 17½ 5 50	5 45 5 75				
September.....	4 00 4 05	4 15 4 50	5 00 5 35	5 55 5 80				
October.....	4 00 4 02½	4 25 4 40	5 15 5 35	5 80 5 65				
November.....	3 97½ 4 02½	3 97½ 4 57½	4 90 5 25	4 60 5 80				
December.....	3 95 4 00	4 00 4 25	4 85 4 85	4 45 4 80				

WOOL AND FURS.

By FUNSTEN BROS. & Co.

WOOL.

While the year 1903 can be called a fairly satisfactory year to the wool trade, it has not been without its ups and downs, and the risk of carrying large lines of wool on the high level of values that have prevailed since clip time. The facts are, that the prices of wool paid by the buyers at shearing time, at original shipping points, were entirely too high, and though it was conceded that wool occupied a very strong statistical position, it has been a hard matter to get manufacturers to advance prices, as they have persistently claimed that it was almost impossible to get any advance in prices for their manufactured goods.

The supply of wool in this country is probably as small as it has been for over ten years, and by the law of supply and demand the price of wool should have been from 3c to 5c per pound higher than prevailed throughout the season. The St. Louis merchants will be in excellent condition to take on a new clip in the spring of 1904, and it is believed that some heavy buying will be done in territory and domestic wools in these various sections by the St. Louis market.

The phenomenal advance in cotton has doubtless had its effect upon the manufacturer of woollen goods, and will doubtless tend to strengthen and advance the prices of wool the coming season. The market has been quite steady, with a gradual advance in prices since the beginning of the season, but the advance is not nearly so much as expected by the trade earlier in the season.

Each year St. Louis grows stronger and more popular as a wool market throughout the wool trade of the West, and it practically establishes values in the Territories and Western States at shearing time. Much credit is due the merchants of St. Louis for their fearless and enterprising spirit in buying immense volumes of wool to be carried in stock to supply manufacturers from time to time as they come to market. St. Louis is the second largest market in the United States, and is a very strong competitor for both domestic and territory wools, and has reached out into all wool-producing States that offer anything like favorable freight rates to this market.

Pulled and scoured wools have shown considerable activity during the past year, and a big business has been done in this line. St. Louis has always been a big fleece wool market, and is growing more important in this line each year.

A conservative estimate of the value of the wool handled in St. Louis during the year 1903 amounts to about \$7,500,000.

FURS.

There are few branches of trade in St. Louis that have shown a larger increase than that of the fur trade. St. Louis is the largest primary fur market in the world, and her importance as a great fur center is growing every year. It is unquestionably the biggest market in the world for raccoon, mink, skunk and opossum skins. St. Louis has cut into the trade of other markets this year to an alarming extent, and has taken such a lead that it would be a very hard matter for any other market in this country to make anything like as good a showing as St. Louis has this past season.

As a primary market it draws furs from a greater scope of territory than any market in the world.

The catch for the season 1903-1904 will be larger than that of the previous season, but as values are not quite as high as they were the previous season, the value of furs handled in this market will be but very little, if any, more than the previous season. Something like \$4,500,000 to \$5,000,000 worth of furs were sold in this market this season.

RECEIPTS AND SHIPMENTS FOR SIXTEEN YEARS.

YEAR.	Wool.		Hides.	
	Receipts. Pounds.	Shipments. Pounds.	Receipts. Pounds.	Shipments. Pounds.
1903.....	18,768,250	21,031,610	50,910,600	112,680,080
1902.....	26,378,080	30,072,850	56,287,220	99,867,210
1901.....	25,877,110	27,811,875	55,086,080	116,723,595
1900.....	17,000,790	15,067,390	60,531,540	106,496,640
1899.....	28,491,625	32,517,076	68,933,720	92,692,028
1898.....	23,710,715	31,366,999	58,716,180	79,705,735
1897.....	30,865,410	34,303,700	59,372,110	88,906,100
1896.....	16,139,840	15,939,579	46,506,880	81,581,130
1895.....	21,543,780	20,526,100	44,169,790	78,039,400
1894.....	24,861,455	24,430,971	46,456,970	68,542,869
1893.....	15,024,436	15,726,165	45,011,866	61,522,479
1892.....	35,350,690	37,460,879	36,413,854	47,596,304
1891.....	21,976,954	21,464,553	34,744,949	39,487,723

RECEIPTS OF PELTRIES AND FURS.

BUNDLES.		BUNDLES.	
1903.....	11,825	1891.....	125,526
1902.....	81,084	1890.....	78,888
1901.....	85,064	1889.....	43,316
1900.....	146,507	1888.....	45,333
1899.....	259,266	1887.....	23,048
1898.....	318,948	1886.....	18,889
1897.....	374,900	1885.....	17,474
1896.....	210,433	1884.....	15,459
1895.....	196,498	1883.....	15,591
1894.....	57,058	1882.....	18,089
1893.....	98,835	1881.....	16,115
1892.....	101,443	1880.....	13,078

RECEIPTS OF LEATHER.

ROLLS.		ROLLS.	
1892.....	98,896	1896.....	83,215
1893.....	105,022	1899.....	104,040
1894.....	86,438	1900.....	136,328
1895.....	86,536	1901.....	153,660
1896.....	90,156	1902.....	152,125
1897.....	72,024	1903 Rolls and Sides.....	496,400

HAY.

By the St. Louis Hay Exchange.

The Hay market for the past year has been an exceptionally good one, and while the stocks on hand at the end of the year are larger than those of last year, still at no time during the year was there surplus enough to reduce the price to any great extent.

The Hay crop this season was as large or larger than for any year for some time, and the quality is good. The prices on both timothy and prairie Hay have ruled about the average, while the South and Southeast have not taken as much Hay from this market as is usual, owing to their having large crops of their own, still our merchants here shipped large quantities to nearby places, as the crop in this section prior to the new crop was a very poor one.

Taking it all in all we believe the Hay dealers here have had a very prosperous year, and when the poor transportation facilities are taken into consideration, they are to be congratulated for handling the business as as they have. Stocks on hand at end of current year about 2,500 tons.

RECEIPTS AND SHIPMENTS OF HAY FOR A SERIES OF YEARS.

YEAR.	RECEIPTS.	SHIPMENTS.
	Tons.	Tons.
1906.....	298,246	114,441
1902.....	218,224	88,028
1901.....	261,182	117,587
1900.....	234,256	130,777
1899.....	175,820	64,333
1898.....	160,850	46,488
1897.....	178,516	64,067
1896.....	280,852	107,980
1895.....	196,582	69,046
1894.....	159,969	41,238
1893.....	141,238	36,056
1892.....	131,148	31,078
1891.....	141,896	38,363
1890.....	114,082	40,247
1889.....	116,246	58,522
1888.....	107,284	24,086
1887.....	86,394	22,961

Stock in store December 31st, 1896, about 7,500 tons.

" " " " 31st, 1896,	6,260	"
" " " " 31st, 1897,	3,500	"
" " " " 31st, 1898,	2,500	"
" " " " 31st, 1899,	3,500	"
" " " " 31st, 1900,	3,040	"
" " " " 31st, 1901,	1,500	"
" " " " 31st, 1902,	500	"
" " " " 31st, 1903,	2,500	"

Receipts of Hay during 1902 and 1903, at the principal primary markets, were as follows:

	Tons. 1902.	Tons. 1903.
St. Louis.....	218,224	288,246
Cincinnati.....	161,856	102,061
Indianapolis.....	24,204	.....
Cleveland.....	63,682	72,867
Chicago.....	220,225	286,747
Kansas City.....	146,820	186,320
Peoria.....	81,696	41,660
Minneapolis.....	29,471	24,296
Milwaukee.....	.....	20,763

RECEIPTS AND SHIPMENTS OF HAY DURING 1902 AND 1903.

BY	HAY. Receipts, 1902.		HAY. Shipments 1902.	HAY. Receipts, 1903.		HAY. Shipments 1903.
	Local Tons.	Thro' Tons.		Local Tons.	Thro' Tons.	
Chicago & Alton R. R., Mo. Div..	1,130	10	.....	4,320	515	.....
Missouri Pacific R. R.....	6,835	11,645	6,873	13,605	24,460	6,465
St. L. & San Francisco R. R.....	6,695	230	5,955	10,845	190	5,930
Wabash R. R. (West)	7,785	70	1,550	18,130	520	1,410
St. L., Kas. City & Colo. R. R.	100	.....	1,855	110	.....	555
Mo., Kansas & Texas R. R.	7,150	1,320	570	13,605	6,220	105
St. Louis Southwestern R. R.....	460	.....	580	645	35	430
St. L., Iron M't'n & S'th'n R.R....	65	30	25,082	420	250	35,540
St. L., I. M. & S. Ry. (Ill. Div.) ..	.....	.....	30	.....	.....	275
Illinois Central R. R.....	8,470	115	11,463	4,605	10	11,115
L'ville, Henderson & St. L.R. R. ....	.....	.....	160	.....	.....	1,015
Louisville & Nashville R. R.....	450	.....	14,079	240	.....	18,725
Mobile & Ohio R. R.....	.....	.....	11,125	10	.....	17,868
Southern Railway Co.....	455	.....	2,685	190	.....	8,275
Baltimore & Ohio S.-W. R. R.....	9,300	.....	120	4,095	10	235
Chicago & Alton R. R.....	5,305	235	571	7,900	730	505
Cleveland, Cin., Chi. & St. L. R.R.	17,220	2,570	60	10,225	1,975	205
Vandalia R. R.....	10,655	7,340	390	3,785	6,155	615
Wabash R. R. (East)	33,450	815	680	17,895	8,845	750
Tol., St. Louis & Western R. R.....	20,150	8,360	407	12,675	8,415	360
Chicago, Peoria & St. Louis R. R.	6,960	3,685	325	46,345	1,075	.....
Chicago, Burl'n & Quincy R. R.....	13,640	1,350	385	27,690	3,300	200
St. Louis, Keokuk & N. W. R. R....	16,265	610	190	39,510	1,265	170
St. Louis, Troy & Eastern Ry.....	.....	.....	.....	10	.....	.....
Upper Mississippi River	2,194	.....	50	2,284	.....	40
Lower Mississippi River	63	.....	3,456	15	.....	3,245
Illinois River.....	42	.....	46	122	.....	.....
Missouri River.....	.....	.....	68	.....	.....	20
Ohio, Cumb. and Tenn. Rivers....	.....	.....	277	.....	.....	388
Total, tons.....	174,839	38,385	89,028	239,276	58,970	114,441

MONTHLY RANGE OF PRICES OF HAY DURING 1903.

MONTHS.	No. 1 Timothy, per ton.	No. 1 Prairie, per ton.
January	\$13.50 @ 15.50	\$10.50 @ 11.50
February	13.50 15.00	9.50 10.75
March	14.00 16.00	9.50 11.00
April	13.50 16.00	10.00 11.00
May	13.00 16.00	10.00 11.00
June	14.50 \$25.00	10.50 \$13.50
July	* 9.50 16.50	* 8.50 12.50
August	* 10.00 15.00	* 9.00 10.00
September	10.00 12.00	8.50 10.00
October	10.00 12.50	9.00 10.00
November	10.00 12.50	9.00 10.00
December	10.50 13.50	8.50 10.00

* New Hay.

‡ Prices at time of flood.

SALT.

RECEIPTS AND SHIPMENTS FOR TWENTY-FIVE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Barrels.	Sacks.	Bulk in Bus.	Barrels.	Sacks.	Bulk in Bus.
1906.....	218,785	47,080	958,120	212,195	50,762	92,400
1907.....	228,770	55,650	777,840	229,831	68,081	75,040
1908.....	815,388	35,280	772,800	.....	.....	.....
1909.....	238,105	27,575	776,160	283,769	20,846	10,080
1910.....	427,020	28,255	581,280	870,408	40,201	15,680
1911.....	383,120	48,280	451,540	819,911	29,826	44,900
1912.....	351,685	53,045	419,450	229,072	13,367	17,840
1913.....	339,686	89,168	454,160	257,166	9,340	23,025
1914.....	304,204	72,738	804,980	263,541	17,043	54,320
1915.....	348,880	60,737	620,500	238,404	8,638	22,980
1916.....	241,189	80,198	364,620	185,431	16,769	289,689
1917.....	280,487	48,963	478,300	230,330	38,366	149,923
1918.....	381,671	49,478	388,440	316,679	26,808	68,015
1919.....	336,189	83,840	168,080	346,691	25,678	70,080
1920.....	293,663	21,316	804,080	280,329	8,323	144,880
1921.....	330,110	24,649	924,700	268,410	22,821	137,680
1922.....	394,676	52,080	330,490	297,126	9,474	98,319
1923.....	440,258	51,992	247,180	386,487	11,638	86,924
1924.....	957,737	46,831	548,700	308,671	8,867	245,838
1925.....	436,440	58,237	466,800	318,988	18,246	228,020
1926.....	336,175	67,981	688,780	266,287	14,547	457,683
1927.....	297,485	48,750	368,380	391,188	16,619	245,671
1928.....	283,843	73,339	814,730	318,186	26,197	188,383
1929.....	313,379	61,348	383,898	339,163	21,988	.....
1930.....	244,966	76,346	439,788	231,966	21,691	.....

RECEIPTS AND SHIPMENTS OF SALT FOR 1903.

BY	RECEIPTS.			SHIPMENTS.		
	Sacks.	Bbls.	Cars, In Bulk.	Sacks.	Bbls.	Cars, In Bulk.
Chicago & Alton R.R. (Mo. Div.)	.....	.....	.....	.....	505	.....
Missouri Pacific Railroad	8,085	800	546	410	41,173	5
St. L. & San Francisco Railroad	.....	.....	.....	220	75,960	.....
Wabash Railroad (West)	50	125	.....	.....	4,180	5
St. L., K.C. & Colorado R.R.	.....	.....	.....	95	185	29
Mo., Kansas & Texas R.R.	885	.....	.....	12,690	89,690	4
St. Louis Southwestern R.R.	.....	.....	.....	1,835	8,965	.....
St. L., Iron Mountain & So. R.R.	140	.....	12	6,145	12,090	36
St. L., I. M. & S. R.R. (Ill. Div.)	.....	.....	.....	180	975	.....
Illinois Central R.R.	10,460	60,645	288	26,896	8,700	4
Lo'sville, Hend'son & St. L. R.R.	.....	40	.....	.....	.....	.....
Louisville & Nashville R.R.	.....	.....	1	25	.....	.....
Mobile & Ohio R.R.	80	1,000	100	.....	210	.....
Southern Railway	.....	.....	1	225	1,210	9
Baltimore & Ohio S.-W. R.R.	240	8,990	4	110	240	.....
Chicago & Alton R.R.	2,875	7,970	174	.....	635	1
O., C., C. & St. Louis R.R.	4,955	16,010	176	956	960	7
Vandalia R.R.	10,175	14,400	212	795	2,968	.....
Wabash Railroad (East)	225	64,465	100	65	1,980	49
Toledo, St. Louis & Western R.R.	5,610	88,780	55	.....	.....	.....
Chicago, Peoria & St. Louis R.R.	895	1,485	.....	810	685	.....
Chicago, Burlington & Quincy R.R.	1,100	6,960	20	.....	1,060	.....
St. L., Keokuk & N.-W. R.R.	1,745	2,775	18	.....	6,715	16
Upper Mississippi River	.....	.....	.....	400	1,025	.....
Lower Mississippi River	.....	.....	.....	427	6,327	.....
Illinois River	.....	.....	.....	.....	335	.....
Missouri River	.....	.....	.....	20	550	.....
Ohio, Cumb. and Tenn. Rivers	.....	.....	.....	20	80	.....
Total	47,080	218,785	1,702	50,762	212,195	165

CANDIES.

By V. L. PRICE, Vice-President of the National Candy Co.

In the last year St. Louis has gone far beyond its previous accomplishments in the candy business.

The volume of business in 1903 has exceeded considerably that in 1902. There is still an increased demand for the higher grades of goods, in the manufacture of which St. Louis excels.

There are seven large factories in St. Louis, employing over 2,000 hands, and paying in wages \$750,000 per annum.

Candies of every variety are manufactured, and there is no better selection to be had by the wholesaler or retailer than can be obtained in the St. Louis market.

The trade extends over nearly the United States, as far east as New England, and west to the Pacific Coast.

St. Louis enjoys geographically an enviable position, and with the assistance of the railroad companies offers exceptional advantages to the purchaser, which enables St. Louis confectioners to gain such a large volume of business in the Central, Western and Southern States.

The confectionery manufacturers of St. Louis are progressive and stand pre-eminent amongst their competitors for integrity and fairness, which was proven by the location of the general offices of the National Candy Co., comprising twenty large manufacturers, distributed throughout the United States, and of which company the president, secretary and treasurer are St. Louis confectioners.

The confectionery industry constitutes a very important part of the city's manufacturing industries, and approaches in volume nearly \$4,000,000 per annum, or about 60,000,000 pounds.

DRIED FRUIT.

By HOFMAN BROTHERS PRODUCE CO.

The past year's dried fruit business, while not as large as that of the previous year, was very satisfactory. The falling off in receipts, 203,551 packages, as compared with 310,789 in 1902, is due to the almost total failure of the apple crop in the section tributary to St. Louis. The apple crop in Arkansas, Illinois and Missouri was very light, and but few of the apples were dried or evaporated.

Prices on the evaporated product have ruled low all season, for the crops in Michigan and New York were large and the carry-over stocks of old goods in the cold storage houses tended to keep prices down. Sun-dried apples have brought good prices all season through, and the call for this kind of fruit has been steady.

The demand for California dried fruits is on the increase, and the trade along this line is growing yearly. Besides the large home demand to be supplied, large quantities of California dried fruits are shipped from St. Louis.

The export demand for sun-dried apples, which is an important factor, has been active and prospects for a good spring trade are bright. Foreign houses are heavy buyers of sun-dried apples, and the demand is steadily increasing.

Trade since the first of the new year has been very brisk, and we look for a very good spring business.

RECEIPTS AND SHIPMENTS OF DRIED FRUIT.

	RECEIPTS. Sks. and Bbls.	SHIPMENTS Sks. and Bbls.
1903	208,851	342,985
1902	310,789	420,855
1901	229,814	359,286
1900	168,931	318,275
1899	310,554	348,831
1898	306,617	305,183
1897	267,489	441,705
1896	89,455	140,590
1895	150,908	188,368
1894	99,405	219,063
1893	155,015	200,338
1892	150,768	218,486
1891	128,932	183,907
1890	150,917	212,539
1889	125,783	216,801

S E E D S.

RECEIPTS FOR FOUR YEARS.

SEEDS	1908.			1902.			1901.			1900.		
	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.	Sacks	Bush.	Tons.
Flax....		178,400			800,000		188	196,500		146	549,800	
Other ..	64,702			81,767			69,558			69,958		
Cotton ..			5,340			5,570			2,990			4,940

Shipment of Flaxseed for 1888, 6,154 sacks and 45,978 bushels.

"	"	"	1889,	2,625	"	"	340,285	"
"	"	"	1890,	518	"	"	700,160	"
"	"	"	1891,	712	"	"	120,011	"
"	"	"	1892,	...	"	"	161,248	"
"	"	"	1893,	...	"	"	155,557	"
"	"	"	1894,	...	"	"	225,205	"
"	"	"	1895,	...	"	"	235,845	"
"	"	"	1896,	...	"	"	606,879	"
"	"	"	1897,	...	"	"	448,562	"
"	"	"	1898,	...	"	"	294,045	"
"	"	"	1899,	...	"	"	243,871	"
"	"	"	1900,	...	"	"	457,154	"
"	"	"	1901,	...	"	"	88,957	"
"	"	"	1902,	...	"	"	129,205	"
"	"	"	1903,	...	"	"	15,595	"

FLAXSEED.

Monthly range in price of prime in car lots (small lots sold at 2 and 5 cents less) for four years.

MONTHS.	1903.		1902.		1901.		1900.	
January.....	1 12	@1 17			1 59	@1 72	1 45	@1 50
February.....	1 10	1 14			1 58	1 73	1 52	1 58
March.....	1 05	1 12			1 50	1 60	1 57	1 62
April.....	1 05	1 08			1 49	1 52	1 62	1 70
May.....	1 07	1 10	1 60	@1 65	1 56	1 67	1 62	1 65
June.....	95	1 08	1 60		1 67	1 68	1 55	1 58
July.....	91	96	1 41	1 50	1 50	1 65	1 35	1 60
August.....	91	1 00	1 52½	1 45	1 37	1 65	1 25	1 45
September.....	92	1 00	1 22	1 38	1 37	1 38	1 42	1 56½
October.....	88	98	1 12	1 25	1 38	1 48	1 45	1 75
November.....	88	89	1 11	1 14½			1 50	1 78
December.....	87½	90½	1 11	1 14			1 62	

RECEIPTS AND SHIPMENTS OF BUTTER AND CHEESE FOR 1903.

By	BUTTER.		CHEESE.	
	Receipts, pounds.	Shipments, pounds.	Receipts, boxes.	Shipm't boxes.
Chicago & Alton R.R. (Mo. Div.)	67,000			
Missouri Pacific R.R.	2,697,180	67,705	15	9,515
St. L. & San Francisco R.R.	619,700	550		3,220
Wabash Railway, (West)	868,650	78,275		21,355
St. Louis, K. C. & Colorado R. R.	11,670	1,840		960
Missouri, Kansas & Texas R. R.	247,250	242,180	115	13,700
St. Louis, S. W. R. R.		10,840		35,915
St. L. Iron Moun. & South'n R. R.	80,780	1,580,135	165	122,090
St. L. Iron Moun. & South'n R. R. (Ill. Div.)	670	660		185
Illinois Central R. R.	1,511,820	606,750	11,090	20,760
Louisville, Henderson & St. Louis R. R.	2,450	8,650		395
Louisville & Nashville R.R.	8,480	186,330		28,450
Mobile & Ohio R.R.	13,240	800	45	275
Southern Railway	9,730	4,220	10	5,190
Baltimore & Ohio S.-W. R. R.	8,880	27,280		2,715
Chicago & Alton R.R.	7,820	135,800	2,940	
Cleveland, Cin., Chicago & St. Louis R. R.	426,850	79,900	185	360
Vandalia R. R.	3,529,980	46,245	630	4,790
Wabash Railway (East)		7,496,425	766,235	19,565
Toledo, St. Louis & Western R. R.	900			
Chicago, Peoria & St. Louis R. R.	185,430		70	50
Chicago, Burlington & Quincy R.R.	1,908,260		3,470	700
St. Louis, Keokuk & N.-W. R. R.		1,960	25,630	7,260
St. Louis, Troy & Eastern Ry.				
Upper Mississippi River	10,200	11,500		
Lower Mississippi River	40,800	16,815		2,515
Illinois River	3,500	550		3,072
Missouri River	1,250	100		390
Ohio, Cumberland and Tennessee Rivers.	300	150		230
Express	2,184,115			122
Total 1903	14,070,275	10,654,150	808,900	304,733
Total, 1902	lbs. 14,572,645	10,314,500	794,420	313,067
" 1901	" 12,476,929	6,202,214	812,784	300,023
" 1900	" 12,901,690	9,246,475	868,330	298,949
" 1899	" 12,729,185	4,975,490	981,345	318,960
" 1898	" 14,905,745	5,762,070	671,585	245,443
" 1897	" 15,253,185	5,414,335	440,805	246,129
" 1896	" 10,121,892	4,637,043	754,421	185,192
" 1895	" 10,812,005	5,086,550	172,858	186,192
" 1894	" 14,138,544	5,135,055	457,618	192,567
" 1893	" 12,375,298	4,895,303	353,230	160,183
" 1892	" 12,401,788	4,964,160	224,661	212,687
" 1891	" 13,791,258	6,875,776	188,265	166,325
" 1890	" 13,661,924	4,446,799	180,495	109,065
" 1889	" 12,822,101	4,623,378	135,414	128,699
" 1888	" 11,109,733	3,375,586	139,014	145,35 6

EGGS.

By F. W. BROCKMAN.

The importance of St. Louis as an egg center, and consequent distributor of this product, is well recognized by the trade all over this country, and its steadily increasing receipts are an indication that the producing sections are more and more turning their eyes to St. Louis as an outlet for their product. Being situated in the midst of the early producing sections of the South and West, and the enormous poultry and egg section tributary to this city, St. Louis thereby becomes a large distributor to all the other sections of this country during a great part of the year. The steadily increasing receipts from year to year fully bear out the above, and this, together with the large addition to its cold storage facilities, is gradually but surely increasing the magnitude of its fall and winter business in eggs. During the year just closed the trade in eggs has been eminently satisfactory to all connected with it, largely from the fact that the consuming trade has been excellent, and prices have been kept within conservative limits. When we take into consideration that the average price during nine months of the year ranged within an average of from 13 to 14c, and this enabled buyers of large quantities to fill their orders for storage purposes here, it tended to again draw their attention to St. Louis as a market center for obtaining their supplies for storage, as well as during the fall of the year they found a favorable market for their purchases of storage eggs. The establishment of branches here by a number of large dealers, as well as main offices in several instances, will certainly have a tendency to increase the already growing trade in this commodity, and the day is not far distant when St. Louis during a large part of the year will be the tone giving center in the egg trade.

RECEIPTS AND PRICES OF EGGS DURING 1903.

MONTHS—1903.	By Railroad, Packages.	By River, Packages.	By Express, Packages.	Monthly Totals, Packages.	Monthly Range of Prices.
January.....	81,106	927	10,820	42,853	17 @ 22½
February.....	60,282	2,584	22,758	85,624	12½ 18
March.....	101,686	7,680	84,760	144,066	11 16
April.....	160,744	7,277	24,751	192,702	11 14
May.....	100,661	6,278	19,195	126,134	11½ 14
June.....	58,102	4,282	20,710	78,094	11½ 15½
July.....	49,780	4,287	18,599	72,666	11 14
August.....	86,088	2,872	21,680	60,085	11½ 19
September.....	28,085	1,928	25,197	55,160	16½ 19½
October.....	85,557	1,864	12,845	49,766	17 21½
November.....	28,197	1,104	10,072	84,878	19½ 26
December.....	12,838	887	5,495	18,765	25 28½
Total, 1903.....	692,966	40,850	225,882	959,648	
“ 1902.....	618,708	35,972	171,819	825,909	
“ 1901.....	817,879	88,669	166,096	1,022,646	
“ 1900.....	678,511	39,882	202,839	920,682	

	1903.	1902.	1901.	1900.
Shipments, packages....	681,400	512,562	770,472	472,424

BEANS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEAR.	RECEIPTS.			SHIPMENTS.		
	Castor Beans. Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks & Bls.	Castor Beans Sacks.	Castor Beans in Bulk. Bush.	White Beans. Sks. & bls.
1903.....	11,020	4,200	88,100	.....	1,800	239,556
1902.....	11,311	7,800	102,490	55	.....	214,742
1901.....	1,604	24,900	103,669	215	.....	219,909
1900.....	237	43,800	73,703	.....	2,900	134,301
1899.....	3,140	79,200	113,400	.....	11,850	192,142
1898.....	30,564	115,350	98,690	.....	87,995	137,256
1897.....	30,562	121,000	77,977	.....	94,200	95,668
1896.....	12,914	85,250	25,763	.....	19,880	61,871
1895.....	17,873	18,150	64,761	.....	500	75,977
1894.....	2,281	21,450	37,574	.....	.....	89,216
1893.....	1,270	28,600	62,316	.....	.....	73,527
1892.....	4,889	25,950	47,138	.....	1,253	77,990
1891.....	6,246	158,950	46,840	.....	23,221	78,294
1890.....	2,200	160,600	58,698	.....	19,000	80,152
1889.....	3,850	119,900	38,222	865	502	87,122
1888.....	4,875	106,500	37,524	3,536	7,995	97,163
1887.....	5,786	149,000	71,978	8,777	4,690	66,900
1886.....	23,345	217,500	45,420	9,626	500	56,239
1885.....	16,592	53,000	37,178	247	500	56,645
1884.....	3,969	44,000	28,766	703	6,025	33,171
1883.....	4,542	102,500	39,592	922	740,661	32,641

CASTOR BEANS.

MONTHLY RANGE IN PRICE OF PRIME, IN CAR LOTS, 1903.

January.....	\$1 35	July.....	\$1 35
February.....	1 35	August.....	1 35
March.....	1 35	September.....	1 40
April.....	1 35	October.....	1 40
May.....	1 35@1 50	November.....	1 40
June.....	1 35	December.....	1 40

POTATOES AND ONIONS.

RECEIPTS AND SHIPMENTS FOR TWENTY-ONE YEARS.

YEARS.	POTATOES.						ONIONS.					
	RECEIPTS.			SHIPMENTS.			RECEIPTS.			SHIPMENTS.		
	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.	Sacks and Bbls.	Bush. in Bulk.	Sacks and Bbls.	Sacks and Bbls.	Bush. in Bulk.	Total in Bush.
1903..	557,124	1,170,500	2,841,872	319,301	663,045	1,620,948	71,840	234,000	134,594	.....	.....	.....
1902..	758,986	1,364,500	3,641,308	567,677	888,915	2,591,946	106,600	186,500	184,825	.....	.....	.....
1901..	307,603	1,973,250	2,896,059	453,241	660,410	2,020,133	55,732	280,000	114,712	.....	.....	.....
1900..	334,206	1,561,950	2,564,568	515,300	799,103	2,345,003	94,631	230,500	158,401	.....	.....	.....
1899..	567,420	1,761,300	3,463,560	614,533	770,478	2,614,077	82,985	233,500	142,972	.....	.....	.....
1898..	483,632	1,637,800	3,108,606	498,215	488,007	1,562,692	101,229	156,500	94,547	.....	.....	.....
1897..	239,685	1,847,000	2,566,055	425,791	656,020	1,933,393	82,229	159,050	83,442	.....	.....	.....
1896..	328,064	1,195,100	2,189,292	484,105	639,152	2,091,467	76,623	190,500	70,310	.....	.....	.....
1895..	445,407	1,133,150	2,469,371	400,747	826,794	2,028,965	71,635	156,000	94,793	.....	.....	.....
1894..	165,674	895,500	1,392,522	343,521	259,490	1,345,053	58,603	141,150	116,137	.....	.....	.....
1893..	133,688	1,243,250	1,643,314	346,107	457,246	1,495,567	87,105	138,500	145,120	.....	.....	.....
1892..	134,247	1,283,900	1,686,641	343,795	458,173	1,489,558	99,418	250,000	130,824	.....	.....	.....
1891..	138,329	1,417,150	1,832,137	292,631	539,551	1,327,444	67,728	106,500	87,467	.....	.....	.....
1890..	121,773	1,111,600	1,476,919	333,767	377,178	1,372,479	53,613	125,500	19,236	.....	.....	.....
1889..	98,373	697,800	992,919	453,446	731,901	2,092,239	65,482	77,400	99,579	.....	.....	.....
1888..	170,781	707,150	1,219,493	396,083	234,537	1,422,786	93,874	51,000	99,762	.....	.....	.....
1887..	167,412	799,400	1,301,636	372,405	194,403	1,311,618	70,407	134,500	73,602	.....	.....	.....
1886..	113,700	471,850	812,950	539,633	180,645	1,789,544	33,732	48,450	73,612	.....	.....	.....
1885..	109,796	691,750	1,021,108	545,312	123,007	1,758,943	89,143	45,100	73,327	.....	.....	.....
1884..	158,857	700,275	1,176,846	274,112	128,009	1,020,345	103,281	71,500	95,645	.....	.....	.....

No account is taken of Potatoes hauled in wagons, which would probably swell the receipts one-half.

FRUIT AND PRODUCE.

By M. G. RICHMOND.

The year 1903 was fairly satisfactory, notwithstanding the strike of about two months, and the disastrous high waters, which not only ruined crops, but crippled the railroads to some extent.

Values of all commodities have held steady and in most instances show a profit to the investor. The volume of business handled exceeded all expectations, taking into consideration the disturbing elements that existed.

APPLES.

That section of the apple crop of 1903 which contributed largely to making St. Louis the great distributing market of the country was almost a failure, only a small percentage of the supply coming from Illinois, Missouri, Kansas and Arkansas. These conditions forced our dealers to look East, where the supply was sufficient to meet all demands. The prices paid were very satisfactory to the grower, averaging about \$2.00 per barrel in western New York. But owing to the superior quality of the apples, those that invested for late markets are realizing very handsomely on their investments. The large exports have been of great help to the speculator, equaling 2,650,000 barrels up to December 31st.

The foreign markets have held firm throughout the entire season, netting to the shipper very good results. The foreign crop was the smallest for several years. The exports to foreign markets exceeded all previous years, even those of the "bumper crop" of 1902.

The receipts for St. Louis were 422,400 barrels. The visible supply in storage December 31st, as furnished by the International Apple Shippers' Association, including Canada, represent 3,462,508 barrels.

POTATOES.

The general potato crop for 1903 has proven considerably smaller than was at first estimated; while the government made the crop about thirteen per cent less than that of 1902, the loss from rot early in the season must have been much greater than was calculated.

Values, as a whole, commencing with the early receipts from the South, have been high. But the volume of business has been well maintained. The disastrous high waters which flooded a large portion of

the land in the American Bottoms, drowned out thousands of acres of potatoes which usually add largely to St. Louis receipts, consequently the local crop of potatoes for 1903 represent about twenty per cent of an average crop.

Shipments out of the American Bottom were 1,120 cars, equal to 660,000 bushels; also the wagon receipts, which are estimated at 250,000 bushels, are not taken into account with the receipts of 2,341 cars and 557,124 packages, or 2,841,800 bushels, which added to the American Bottom crop, makes a grand total of 3,751,800 bushels handled through the St. Louis market.

ONIONS.

Receipts of onions for 1903 were 468 cars and 71,840 packages, equaling 413,600 bushels. Our local crop was a failure, occasioned by the flood. The general crop of onions harvested in the United States was considerably smaller than that of 1902. Prices have ruled high.

ORANGES.

The crop of oranges for 1903 has been a record breaker. California not only having a very large crop but Florida has contributed more than usual in supplying the trade. Prices have ruled lower than former years.

Receipts, 582,855 boxes; shipments, 480,040 boxes. The receipts of lemons were 125,905 boxes. The receipts of bananas, 2,070 cars. Shipments, 1,093 cars.

RECEIPTS AND SHIPMENTS OF SUNDRY ARTICLES
FOR 1903.

ARTICLES.	RECEIPTS.	SHIPMENTS.
Apples.....bbls.....	422,400	250,180
Ale and Beer.....packages.....	.....	5,768,635
Bananas.....cars.....	2,070	1,093
Barbed Wire....pounds.....	23,129,500	60,060,390
Beef.....barrels and tierces.....	.....	5,799
Fresh Beef.....pounds.....	65,813,800	373,340,225
Canned Beef.....".....	.....	1,342,475
Boots and Shoes.....cases.....	857,250	1,216,336
Cordage and Rope.....coils.....	46,120	.....
Cement.....sacks.....	1,962,575	.....
".....barrels.....	232,270	.....
Cotton Seed Meal.....tons.....	21,918	22,875
Candles.....boxes.....	.....	169,560
Eggs.....packages.....	959,648	343,835
Fish.....".....	45,725	.....
Fertilizer.....tons.....	.....	52,489
Hops.....bales.....	7,500	.....
Iron and Steel.....tons.....	263,667	.....
Leather.....rolls.....	465,400	.....
Lemons.....boxes.....	125,905	109,200
Malt.....sacks.....	213,775	200,911
Nails.....kegs.....	478,370	892,539
Oils.....barrels.....	100,650	.....
".....tanks.....	9,180	.....
Oil Cake.....tons.....	.....	974
Oranges.....packages.....	582,855	480,040
Ore, Iron.....tons.....	73,327	23,944
" Zinc.....".....	23,446	45,705
Pig Iron.....".....	296,241	178,758
Railroad Iron.....".....	121,290	.....
Staves.....M.....	612	.....
".....cars.....	5,396	.....
Soap.....boxes.....	.....	1,392,272
Tallow.....pounds.....	9,359,000	13,923,320
Tin.....boxes.....	108,260	.....
Wines and Liquors.....barrels.....	20,994	.....
".....boxes and cases.....	59,625	.....
Zinc and Spelter.....slabs.....	2,144,585	2,631,896

MONTHLY RECEIPTS FOR 1903.

Date—1903.	Apples, Bbla.	Bagging, Pieces.	Bananas, Cara.	BARLEY.		Butter, Lbs.	Beans, Sacks and Barrels.	Barbed Wire, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
				Sacks.	Bushels.					
January	14,110	.....	151	.....	519,000	965,000	10,560	4,113,000	4,084,400	71,780
February	23,150	.....	111	.....	298,000	818,865	13,140	2,118,000	3,492,900	61,780
March	34,145	.....	244	.....	271,000	868,610	8,920	1,899,000	5,527,500	65,840
April	16,756	.....	210	.....	90,000	918,370	7,560	1,483,000	5,836,300	67,660
May	11,653	50	286	.....	35,000	1,080,665	7,710	1,699,000	6,546,200	84,505
June	2,163	.....	223	.....	16,000	1,298,045	3,200	868,000	3,371,900	55,205
July	4,906	100	200	.....	6,000	1,374,910	2,040	2,549,000	6,872,100	82,630
August	12,935	75	146	.....	2,000	1,196,250	2,080	1,265,000	5,948,800	74,115
September	43,097	300	162	.....	119,000	1,467,380	1,855	2,353,000	6,440,000	70,760
October	105,670	.....	163	.....	517,000	1,514,235	5,790	1,813,000	5,208,000	79,110
November	108,850	1,260	108	.....	495,000	1,430,850	9,275	1,711,500	5,442,500	68,195
December	51,465	.....	128	51	270,000	1,167,025	15,070	1,268,000	7,548,700	75,660
Total	492,400	1,775	2,070	51	2,633,000	14,070,275	88,100	23,129,500	65,813,800	857,250
Railroad	844,890	1,775	2,070	51	2,633,000	11,880,910	87,805	23,129,500	.....	856,670
River	77,610	.....	.....	.....	.....	55,560	205	.....	.....	1,390
Express .....	.....	.....	.....	.....	.....	2,134,115	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

Date—1903.	Bran and Shipstuf		Cordage and Rope, Colla.	Cattle, Head.	CASTOR BEANS.		CEMENT.	Cheese, Boxes.	COFFEE.	
	Sacks.	Bus. bulk.			Sacks.	Bus. bulk.	Sacks.	Barrels.	Sacks.	Pkgs.
January	155,610	61	9,860	56,701	.....	1,800	76,250	10,935	23,445	11,060
February	159,810	65	6,170	64,887	2,772	.....	104,855	19,270	26,955	11,750
March	141,350	71	6,585	61,775	2,317	.....	195,760	22,280	67,905	10,685
April	92,590	30	5,065	61,194	.....	.....	214,375	27,805	65,565	8,250
May	124,145	32	5,370	55,187	1,800	.....	221,680	23,325	60,445	8,190
June	76,205	30	545	70,430	.....	.....	127,250	12,520	35,435	3,611
July	100,885	17	1,000	138,702	.....	.....	246,550	24,225	75,155	6,685
August	191,270	39	2,555	131,643	.....	.....	237,185	18,640	74,300	6,445
September	249,330	56	2,725	159,964	1,865	.....	114,045	12,045	83,835	7,460
October	223,195	31	2,015	152,040	1,366	600	170,135	20,085	82,090	6,575
November	189,075	31	1,965	108,533	1,400	600	109,960	22,020	67,685	6,990
December	120,275	23	2,745	92,065	.....	1,200	144,560	19,060	74,760	7,185
Totals	1,823,740	486	46,120	1,209,121	11,020	4,200	1,962,575	232,270	806,800	94,921
Railroad	1,820,315	486	46,120	1,189,713	11,020	4,200	1,962,575	232,270	806,800	94,795
River	3,425	.....	.....	18,186	.....	.....	.....	.....	.....	26
Driven .....	.....	.....	.....	21,272	.....	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

[illegible]

MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	OATMEAL AND ROLLED OATS.				OILS.		ONIONS.		Oranges, Bks. and Bbls.	ORE.		Pig Iron, Tons.
	Sacks.	Bbls.	Cases.	Bbls.	Tanks.	Sks. and Bbls.	Cars, Rulk.	Iron, Tons.		Zinc, Tons.		
January	2,905	25	7,035	11,500	982	2,770	38	80,505	4,517	952	29,905	
February	2,200	30	7,525	10,010	724	5,065	64	49,315	3,845	1,610	19,866	
March	1,505	.....	2,545	6,785	907	5,323	49	133,175	3,370	2,185	28,393
April .....	.....	.....	2,180	11,050	750	2,357	19	71,180	3,660	3,609	32,470
May	350	.....	880	10,140	851	6,013	12	65,365	7,280	4,685	34,380
June	375	.....	425	3,585	567	16,708	7	23,305	5,335	2,195	20,615
July .....	.....	235	1,949	8,075	862	7,079	.....	11,225	9,235	1,665	33,720
August	965	.....	2,635	10,015	570	9,695	8	9,990	14,525	3,225	20,400
September	2,050	.....	12,060	6,810	750	8,365	81	7,990	11,540	2,045	23,135
October	620	.....	14,145	14,285	818	4,535	86	7,880	7,665	2,065	15,490
November	210	110	7,040	5,880	601	3,307	67	36,975	1,815	2,605	19,915	
December	250	15	8,410	3,035	748	873	37	85,960	580	1,405	17,450	
Totals	11,430	415	66,829	100,650	9,130	71,840	468	582,855	73,327	28,446	206,241	
Railroad	11,430	180	66,775	100,490	9,130	69,650	468	582,855	73,327	28,446	206,241	
River .....	.....	235	54	180	.....	8,190	.....	.....	.....	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	Rosin, Bbls.	Railroad Iron, Tons.	SALT.			Seeds, Skis, and Bbls.	Sheep, Head.	STAVES.	
			Sacks.	Barrels.	Cars in Bulk.			M.	Cars.
January	7,540	25,485	2,785	14,370	111	2,538	32,243	.....	506
February	8,460	16,880	1,490	13,640	73	6,181	34,944	.....	353
March	5,355	16,575	3,250	15,230	90	7,033	28,170	.....	491
April	8,610	10,925	3,320	10,805	124	4,553	47,912	.....	649
May	3,705	4,525	5,365	13,890	164	1,906	63,933	6	532
June	5,545	1,475	5,765	7,910	157	2,533	61,930	122	312
July	6,125	4,780	5,750	13,075	197	399	58,984	25	464
August	10,095	8,650	4,590	16,125	177	4,452	52,919	101	476
September	7,960	8,840	2,535	24,535	159	12,559	51,962	172	444
October	7,395	14,675	3,420	23,525	163	14,706	50,994	43	402
November	7,935	6,555	5,730	32,335	169	6,365	35,546	83	372
December	7,800	1,975	3,040	20,345	118	1,572	46,344	60	395
Totals	81,560	121,290	47,080	213,755	1,702	64,702	565,896	612	5,396
Railroad	81,560	119,105	47,080	213,755	1,702	60,276	538,573	.....	5,396
River .....	.....	2,185	.....	.....	.....	4,426	22,830	612	.....
Driven .....	.....	.....	.....	.....	.....	.....	4,494	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	SUGAR.		Shingles, M.	Tallow, Lbs.	Tar and Pitch, Bbls.	TOBACCO.			TURPENTINE	
	Hhds.	Barrels.				Hhds.	Pkgs. Leaf.	Manufac'd Lbs.	Bbls.	Tnks
January	175	57,685	37,980	990,300	4,710	9,054	1,080	898,200	23	15
February .....	.....	30,470	24,715	390,600	2,230	7,237	1,484	883,600	....	15
March .....	.....	33,315	34,990	379,000	1,665	8,796	1,532	1,059,300	20	4
April .....	.....	34,355	38,920	762,300	2,060	2,904	819	1,607,500	.....	2
May .....	.....	33,960	53,770	804,600	1,180	1,757	579	1,419,200	.....	38
June .....	.....	26,805	50,185	394,500	2,750	1,987	498	1,147,600	.....	23
July .....	.....	39,405	32,460	962,500	1,735	3,882	734	1,486,440	.....	37
August .....	.....	35,035	57,490	765,500	1,505	3,494	715	1,175,600	.....	20
September .....	.....	30,070	34,740	1,186,500	990	3,078	1,081	1,244,020	30	25
October .....	.....	38,125	38,885	1,209,400	565	1,612	2,075	1,082,500	.....	14
November	75	27,155	17,460	348,400	601	3,865	199	1,512,300	.....	18
December .....	.....	44,065	42,950	1,225,400	330	3,327	933	1,944,000	.....	16
Totals	250	430,445	464,545	9,359,000	20,311	51,402	11,678	15,425,260	73	217
Railroad	250	429,535	464,545	8,714,500	20,180	51,402	11,678	15,361,760	73	217
River .....	.....	910	.....	644,500	131	.....	.....	63,500	.....	.....

MONTHLY RECEIPTS FOR 1903—Continued.

DATE—1903.	Tin. Boxes.	Tea, Chests.	WHEAT.		WINES AND LIQUORS.		Wool, Lbs.	Zinc and Spelter Slabs.
			Sacks.	Bushels.	Barrels.	Boxes and Cases.		
January	5,685	7,325	10,013	1,821,600	1,800	6,180	254,180	104,250
February	7,710	2,570	11,882	1,015,200	1,840	7,880	413,420	147,750
March	12,915	845	13,438	996,300	1,985	4,745	415,560	267,630
April	10,380	220	21,491	1,194,300	2,097	3,065	275,200	180,255
May	7,640	75	13,047	903,600	2,437	3,550	3,088,260	170,000
June	6,005	.....	8,864	506,700	2,015	2,505	4,706,140	164,335
July	7,575	1,050	70,036	2,681,100	1,825	3,910	6,763,010	204,845
August	6,080	2,410	72,708	2,847,600	1,680	3,225	1,095,800	202,785
September	18,435	4,550	10,720	2,711,700	1,565	4,440	550,380	142,235
October	12,775	555	17,123	2,285,100	1,785	5,400	305,360	217,505
November	6,940	1,235	10,976	2,238,700	1,315	6,930	456,780	198,025
December	6,220	845	2,651	3,168,900	2,140	8,345	492,210	199,990
Driven and Wagon .....	.....	.....	.....	535,000	.....	.....	.....	.....
Total	108,260	21,680	256,889	22,855,800	20,994	59,625	18,766,250	2,144,585
Railroad	108,260	21,680	100,206	22,420,800	20,995	59,345	18,460,040	2,144,585
River .....	.....	.....	156,683	.....	59	280	316,210	.....
Wagon .....	.....	.....	.....	535,000	.....	.....	.....	.....

RECEIPTS PER EACH RAILROAD AND RIVER, AND BY EXPRESS, WAGONS AND STOCK DRIVEN IN 1908.

By Railroad, River, etc.	Apples, bbls.	Bag- ging, pos.	Ban- anas, cars.	Barley.		Butter, lbs.	Beans, skt. & bbls.	Barbed Wire, lbs.	Fresh Beef, lbs.	Boots & Shoes, cases.	Bran and Shipstuf.	
				Sacks.	Bushels.						Sacks.	Cars in bbl.
Chicago & Alton R.R., Mo. Div.	1,025	.....	.....	.....	.....	67,000	700	.....	5,672,800	590	184,445	.....
Missouri Pacific R.R.	10,325	.....	1	.....	3,000	2,867,180	1,900	.....	4,283,100	54,043	420,683	363
St. Louis & San Francisco R.R.	673	.....	94	.....	2,000	619,700	8,708	.....	1,183,700	130	231,540	8
Wabash R. R. (West)	22,798	.....	.....	51	145,000	893,650	.....	.....	1,565,100	25,240	25,283	74
St. Louis, Kans. City & Col. R. R.	320	.....	.....	.....	.....	11,570	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.	5,060	.....	.....	.....	5,000	247,250	725	.....	15,467,800	6,680	108,325	14
St. Louis Southwestern Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. L., Iron Mount. & Southern R.R.	210	.....	.....	.....	.....	80,780	8,770	30,000	10,294,800	10	58,700	4
Illinois Central R. R.	17,275	.....	1,180	.....	205,000	1,511,520	.....	.....	.....	23,020	14,060	.....
Louisville, Henderson & St. L. R. R.	950	.....	.....	.....	.....	2,450	.....	.....	.....	16,375	.....	.....
Louisville & Nashville R.R.	2,450	100	85	.....	.....	8,430	440	.....	.....	6,510	.....	.....
Mobile & Ohio	4,625	.....	778	.....	.....	18,240	.....	.....	.....	2,240	142,375	1
Southern Railway	1,890	.....	8	.....	.....	9,730	700	80,000	.....	8,135	8,010	9
Balt. & Ohio S. W. R. R.	7,545	.....	.....	.....	.....	8,580	.....	.....	.....	119,080	5,850	.....
Chicago & Alton	15,135	.....	.....	.....	65,000	7,520	10,920	6,188,800	.....	15,450	.....	.....
C., C. & St. Louis	.....	.....	.....	.....	.....	.....	6,120	1,115,000	.....	373,080	.....	.....
Vandalia	17,340	.....	.....	.....	.....	420,550	.....	683,000	.....	19,310	8,450	.....
Wabash R. R. (East)	180,875	1,675	.....	.....	10,000	8,629,980	16,575	7,975,600	5,844,000	196,895	.....	.....
Tol., St. Louis & Western R. R.	21,635	.....	.....	.....	105,000	.....	8,943	6,758,600	.....	17,875	8,400	1
Chicago, Peoria & St. Louis R. R.	.....	.....	.....	.....	824,000	900	.....	241,000	.....	120	.....	.....
Chi., Bar. & Quincy R. R.	640	.....	8	.....	825,000	185,430	29,200	.....	.....	550	24,280	14
St. L., Keokuk & Northwestern R.R.	1,000	.....	.....	.....	943,000	1,908,280	8,895	78,000	23,116,000	8,895	591,400	1
St. Louis Valley R. R.	85,280	.....	.....	.....	.....	670	.....	.....	.....	.....	14,530	1
St. Louis, Troy & Eastern Ry.	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River	50,746	.....	.....	.....	.....	10,200	.....	.....	.....	655	270	.....
Lower	651	.....	.....	.....	.....	40,800	.....	.....	.....	115	2,885	.....
Illinois	26,067	.....	.....	.....	.....	8,500	205	.....	.....	696	156	.....
Missouri	6	.....	.....	.....	.....	1,250	.....	.....	.....	.....	165	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	800	.....	.....	.....	15	.....	.....
Express	.....	.....	.....	.....	.....	2,184,115	.....	.....	.....	.....	.....	.....
Total	422,440	1,775	2,070	51	2,688,000	14,070,275	88,100	28,129,500	55,818,800	887,250	1,823,740	485

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, etc.	Cordage and Rope cords.	Cattle, head.	Castor Beans.		Cement.		Cheese, boxes.	Coal, tons.
			Sacks.	Bu. blk.	Sacks.	Bbls.		
Chicago & Alton R. R., Mo. Div.	.....	87,696	.....	.....	8,960	470	.....	.....
Missouri Pacific R. R.	.....	161,575	.....	.....	827,865	13,963	.....	11,970
St. L. & San Francisco R. R.	.....	817,027	.....	1,200	75,860	.....	.....	18,480
Wabash R. R. (West)	.....	72,336	.....	.....	26,900	6,810	.....	210
St. Louis, Kansas City & Colo. R. R.	.....	4,148	.....	.....	.....	.....	.....	270
Missouri, Kansas & Texas R. R.	.....	383,423	.....	.....	154,285	4,725	.....	520
St. Louis Southwestern Ry.	.....	4,462	.....	.....	.....	.....	.....	570
St. L., Iron Mountain & South'n R. R.	.....	85,077	40	.....	100	1,650	.....	21,570
Illinois Central R. R.	.....	23,836	.....	1,200	75,700	11,970	11,090	967,890
Louisville, Henderson & St. Louis R. R.	.....	11,708	.....	.....	11,790	515	.....	8,590
Louisville & Nashville R. R.	10	11,708	.....	.....	11,790	605	.....	798,450
Mobile & Ohio	45	5,133	.....	.....	7,700	3,680	.....	197,260
Southern Railway	2,535	5,133	.....	.....	184,870	41,005	.....	765,200
Balt. & Ohio S. W. R. R.	6,940	4,269	.....	.....	79,120	41,800	.....	764,610
Chicago & Alton	.....	8,501	.....	.....	88,710	4,190	2,940	63,160
Cleveland, Cin., Chi. & St. Louis R. R.	2,940	2,446	10,980	600	112,920	8,080	.....	114,260
Vandalia R. R.	26,170	4,654	.....	1,200	63,735	11,983	630	878,100
Wabash R. R. (East)	7,450	8,101	.....	.....	198,490	8,010	766,235	210,410
Tol. St. Louis & Western R. R.	.....	2,235	.....	.....	33,550	1,890	.....	24,760
Chicago, Peoria & St. Louis R. R.	.....	9,225	.....	.....	68,665	56,900	.....	847,170
Chi. Bur. & Quincy R. R.	460	6,858	.....	.....	.....	.....	8,470	18,090
St. Louis, Keokuk & Northwestern R. R.	.....	31,170	.....	.....	490,035	20,290	23,890	1,760
St. Louis Valley R. R.	.....	152	.....	.....	.....	.....	.....	.....
St. Louis, Troy & Eastern Ry.	.....	8,542	.....	.....	.....	.....	.....	.....
Upper Mississippi River	.....	12,041	.....	.....	.....	.....	.....	.....
Lower	.....	2,263	.....	.....	.....	.....	.....	.....
Illinois	.....	136	.....	.....	.....	.....	.....	.....
Missouri	.....	124	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers	.....	21,472	.....	.....	.....	.....	.....	107,680
Driven.....	.....	1,206,121	11,020	4,200	1,962,575	282,270	808,800	4,798,110
Total.....	46,120							

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad, River, etc.	Coffee,		CORN.		Cornmeal bbls.	COTTON.		Cotton Seed, * tons.
	Sacks.	Pkgs.	Sacks	Bushels.		Local bales.	Through bales.	
Chicago & Alton R.R., Mo. Div.	535	875	.....	1,729,800	4,700	46	.....	1,470
Missouri Pacific R.R.	97,335	1,525	27,318	8,167,100	110,885	95	.....	825
St. L. & San Francisco R.R.	5,815	.....	368	84,200	.....	11,809	72,217	.....
Wabash R.R. (West)	1,120	.....	.....	2,949,800	.....	.....	.....	.....
St. L., Kansas City and Colo. R.R.	.....	.....	200	24,800	.....	.....	.....	.....
Missouri, Kansas & Texas R.R.	30	75	16,640	603,900	550	567	59,677	.....
Missouri Southwestern Ry.	.....	.....	.....	.....	.....	6,052	18,865	805
St. Louis Central R.R.	105,800	.....	.....	5,400	.....	15,913	271,470	1,640
Illinois Central R.R.	62,120	820	895	249,300	.....	2,470	71,85	.....
Louisville, Henderson & St. Louis R.R.	23,775	4,895	.....	6,300	1,010	686	628	.....
Louisville & Nashville R.R.	78,415	2,270	.....	19,800	19,115	8,777	51,138	40
Mobile & Ohio R.R.	41,400	15,700	.....	900	.....	20	.....	.....
Southern Railway	2,625	480	.....	27,900	.....	.....	.....	.....
Balt. & Ohio S.W. R.R.	13,050	.....	.....	1,109,700	.....	.....	.....	.....
Chicago & Alton R.R.	240	400	.....	111,600	.....	.....	.....	.....
C., C. & St. Louis R.R.	23,320	130	.....	123,300	1,490	.....	.....	.....
Vandalia R.R.	8,195	.....	10,400	723,600	69,000	.....	.....	.....
Wabash R.R. (East)	780	23,200	.....	49,500	.....	.....	.....	.....
Tol., St. Louis & Western R.R.	4,710	86,075	300	2,159,600	.....	.....	.....	.....
Chicago, Peoria & St. Louis R.R.	1,255	2,520	.....	6,975,600	200	.....	.....	.....
Chi., Burl. & Quincy R.R.	750	1,050	.....	91,800	101,055	433	61,414	120
St. Louis Valley R.R.	6,295	.....	405	2,700	.....	4,140	.....	.....
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	125	.....	.....	840
Upper Mississippi River.	.....	25	25,318	.....	.....	1,151	.....	.....
Lower "	.....	.....	20,402	17,500	.....	.....	.....	.....
Illinois "	.....	.....	6,840	.....	.....	.....	.....	.....
Missouri "	.....	.....	4,852	400,000	.....	908	.....	.....
Ohio Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....
Wagon.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	439,145	94,891	108,988	20,717,900	807,620	47,687	529,945	5,240

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, etc.	Cotton-Seed Meal, tons.	Coke, tons.	Dried Fruit, pkgs.	EGGS.		Flax Seed, Bu. blk.	Fish, pkgs.	Flour, bble.
				Pkgs., Local.	Pkgs., Thro.			
Chicago & Alton R. R., Mo. Div.	960	550	534	1,091	215,816	.....	.....	225,980
Missouri Pacific R. R.	75	.....	74,320	89,585	215,816	81,600	.....	618,275
St. Louis & San Francisco R. R.	10	.....	8,098	110,886	74,981	16,800	.....	141,220
Wabash R. R. (West)	.....	.....	13,262	44,856	4,407	21,000	.....	286,960
St. L., Kansas City & Colo. R. R.	.....	.....	4	8,166	.....	.....	.....	150
Mo., Kansas & Texas R. R.	.....	.....	789	48,386	87,877	27,000	.....	92,660
St. Louis Southwestern Ry.	.....	.....	.....	.....	.....	.....	.....	760
St. L., Iron Mountain & South'n R. R.	2,760	80	86,891	4,805	9,868	.....	.....	10,635
Illinois Central R. R.	18,515	415	12,185	4,012	.....	.....	.....	8,225
Louisville, Henderson & St. Louis R. R.	1,285	3,110	2,015	8,113	.....	.....	.....	4,180
Louisville & Nashville R. R.	.....	18,245	4,705	8,810	3,864	.....	.....	20,270
Mobile & Ohio	8,118	29,180	12	8,683	.....	.....	.....	82,175
Southern Railway	.....	48,575	2,941	8,131	.....	.....	8,280	82,415
Balt. & Ohio S. W. R. R.	.....	16,515	11,828	2,663	.....	.....	6,070	2,875
Chicago & Alton	.....	205	845	171	.....	.....	.....	84,485
C., C. & St. Louis	.....	94,470	2,480	8	.....	.....	.....	74,175
Wabash R. R. (East)	.....	66,680	167	121	.....	.....	32,705	16,875
Wabash R. R. & Western R. R.	.....	2,580	28,665	9,446	.....	.....	.....	197,260
Chicago, Peoria & St. Louis R. R.	.....	2,285	.....	20	.....	.....	.....	108,925
Chicago, Burlington & Quincy R. R.	.....	.....	8,571	14,567	1,000	27,000	8,690	879,750
St. Louis, Keokuk & Northwestern R. R.	45	165	2	68	.....	.....	.....	7,280
St. Louis Valley R. R.	200	.....	.....	.....	.....	.....	.....	14,705
St. Louis, Troy and Eastern Ry.	.....	.....	70	6,865	.....	.....	.....	6,725
Upper Mississippi River, Lower	.....	.....	1,117	29,080	.....	.....	.....	2,910
Illinois	.....	.....	72	2,119	.....	.....	.....	205
Missouri	.....	.....	.....	1,859	.....	.....	.....	.....
Ohio, Cumb. and Tenn. Rivers	.....	.....	.....	1,487	.....	.....	.....	.....
Express	.....	.....	.....	225,882	.....	.....	.....	.....
Total	21,918	205,465	208,551	611,918	847,780	173,400	45,725	2,340,895

THE CITY OF ST. LOUIS.

261

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad, River, etc.	Grease, lbs.	Glucose bbls.	High Wines & Whisky, bbls.	HAY.		Horses & Mules, head.	Hides, lbs.	Hogs, head.
				Local tons.	Through tons.			
Chicago & Alton R.R., Mo. Div.	169,400	.....	155	4,920	515	5,813	3,818,010	80,579
Missouri Pacific R.R.	280,400	.....	160	13,605	24,490	14,653	4,638,520	204,735
St. Louis & San Francisco R.R.	.....	.....	.....	10,945	190	7,755	4,226,170	207,245
Wabash R.R. (West)	78,700	250	.....	18,180	520	21,108	9,402,680	233,449
St. L., Kas. City and Colo. R.R.	.....	.....	.....	110	.....	259	84,170	22,895
Missouri, Kansas & Texas R.R.	46,500	.....	.....	18,605	6,220	4,058	12,176,130	116,960
St. Louis Southwestern Ry.	.....	.....	.....	645	35	79	762,980	15,964
St. L., Iron Moun. & Southern R.R.	.....	.....	.....	420	250	2,489	5,827,200	67,807
Illinois Central R.R.	250	.....	7,600	4,605	10	3,484	921,320	122,680
Louisville, Henderson & St. L. R.R.	.....	.....	35,770	.....	.....	.....	111,170	.....
Louisville & Nashville R.R.	17,900	.....	3,600	240	.....	4,211	186,920	64,464
Mobile & Ohio	.....	.....	.....	10	.....	687	662,420	44,466
Southern Railway	.....	.....	23,235	190	.....	455	49,110	29,411
Balt. & Ohio S. W. Railroad	.....	.....	12,945	4,095	10	1,498	79,000	21,383
Chicago & Alton	.....	1,430	10,190	7,900	780	3,908	821,090	68,764
C. C. C. & St. Louis	.....	.....	300	10,225	1,975	1,575	.....	20,901
Vandalia	.....	.....	7,255	3,785	6,155	2,690	11,780	18,502
Wabash R.R. (East)	.....	140	480	17,695	3,845	2,161	76,200	23,004
Toledo, St. Louis & Western R.R.	.....	.....	.....	12,675	8,415	495	.....	12,950
Chicago, Peoria & St. Louis R.R.	.....	.....	.....	1,075	1,075	1,676	83,380	44,901
Chi., Burl. & Quincy R.R.	.....	48,940	12,965	46,945	8,800	7,778	7,141,630	64,688
St. L., Keokuk & Northwestern R.R.	.....	.....	.....	27,590	.....	.....	186,020	.....
St. Louis Valley R.R.	1,954,600	.....	470	39,610	1,265	87,261	30,000	239
St. Louis Troy & Eastern Ry.	.....	.....	.....	10	.....	.....	.....	.....
Upper Mississippi River	.....	.....	.....	2,264	.....	1,231	50,300	17,525
Lower	23,000	.....	.....	15	.....	1,095	825,880	62,386
Illinois	1,200	.....	80	122	.....	165	14,840	19,058
Missouri	.....	.....	.....	.....	.....	13	6,400	1,671
Ohio, Cumb. & Tennessee Rivers.	.....	.....	10	.....	.....	8	11,400	8,288
Driven	.....	.....	.....	.....	.....	12,262	.....	15,636
Total	2,621,100	51,060	115,265	289,276	58,970	137,711	50,910,600	1,736,573

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad, River, Etc.	Hops, bales.	Iron & Steel, tons.	Jute, bales.	Lard, lbs.	Lead, pigs.	Leath'r, rolls.	Lem- ons, pkgs.	Lumber.		Malt, shs.	Mdee. & Sund's	
								Cars.	M feet.		Pkgs.	Cars.
Chicago & Alton R.R., Mo. Div.	.....	.....	.....	1,833,000	.....	.....	.....	12	.....	.....	28,210	1,087
Missouri Pacific R.R., Mo. Div.	2,842	810	.....	5,711,120	533,960	460	16,838	5,438	.....	.....	831,480	19,025
St. Louis & San Francisco R.R.	.....	.....	.....	99,200	185,568	20	7,815	4,625	.....	.....	245,820	8,680
Wabash R.R. (West)	.....	.....	.....	891,000	.....	870	.....	284	.....	1,500	784,510	6,077
St. L., Kansas City & Colorado R.R.	.....	.....	.....	.....	.....	.....	.....	58	.....	.....	18,860	5,880
Missouri, Kansas & Texas R.R.	.....	.....	.....	88,000	98,000	810	960	678	.....	.....	78,140	4,841
St. Louis Southwestern R.R.	.....	.....	.....	.....	.....	.....	.....	9,248	.....	.....	76,560	624
St. L., Iron Mountain & Southern R.R.	.....	1,880	59,451	1,862,500	1,000,768	1,210	20,420	59,985	.....	.....	474,768	24,760
Illinois Central R.R.	1,794	1,460	.....	1,265,900	.....	7,655	870	18,197	.....	7,188	412,720	16,897
Louis., Henderson & St. L. R.R.	.....	8,798	.....	21,700	.....	5,015	.....	68	.....	.....	229,840	1,819
Louisville and Nashville R.R.	.....	1,445	.....	111,400	1,215	1,480	810	1,944	.....	.....	228,800	6,320
Mobile & Ohio	.....	75	.....	611,400	.....	2,800	11,988	28,272	.....	600	285,610	5,488
Southern Railway	.....	18,648	.....	.....	.....	18,075	780	687	.....	775	848,820	8,488
Balt. & Ohio S. W. Railroad	.....	1,860	.....	1,200	.....	85,698	.....	2	.....	.....	184,800	7,336
Chicago & Alton	.....	1,885	.....	1,801,300	.....	7,680	.....	828	.....	4,606	1,772,700	16,695
C., C. & St. Louis	107	2,480	207	.....	.....	129,185	6,140	28	.....	.....	1,102,880	12,007
Vandalia	80	87,820	.....	.....	.....	82,080	4,815	264	.....	169,800	1,767,880	8,077
Toledo, St. Louis & Western R.R.	1,767	83,270	8,670	4,264,770	58,710	21,900	7,815	1,072	.....	6,686	546,470	8,217
Chicago, Peoria & St. Louis R.R.	689	106,687	.....	.....	2,588	9,080	16,865	698	.....	.....	288,800	6,840
Chi., Burl. & Quincy R.R.	90	.....	.....	182,700	884,078	182,480	900	868	.....	4,115	688,480	4,228
St. Louis, Keokuk & Northwestern R.R.	.....	240	.....	9,881,000	265,720	10,265	31,866	1,868	.....	.....	6,610	28
St. Louis Valley R.R.	691	20	.....	.....	.....	.....	.....	.....	.....	.....	94,600	.....
St. Louis, Troy & Eastern	.....	.....	.....	121,000	.....	40	.....	.....	118	.....	228,270	.....
Upper Mississippi River	.....	.....	.....	4,500	.....	.....	.....	8	18,424	.....	15,660	.....
Lower	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,220	.....
Illinois	.....	.....	.....	.....	.....	.....	.....	.....	4,864	.....	76,940	.....
Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb. & Tennessee Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	7,600	268,687	69,828	36,797,660	2,407,608	405,400	125,008	125,947	17,914	218,775	10,915,260	180,928

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad, River, etc.	Molasses. Barrels.	Mel- ons. Cars.	Nalla. Kegs.	Oats.		Oatmeal. Rolled Oats.		Oils.		Onions.	
				Sacks.	Bushels.	Sks.	Bbls. C'ses	Bbls.	T'ns.	Sacks & bbls.	Cars blk.
Chicago & Alton R.R., Mo. Div.	300	10	400	680	241,650	2,250	.....	.....	8	2,040	.....
Missouri Pacific R.R.	.....	41	.....	.....	819,440	.....	.....	75	671	555	3
St. Louis & San Francisco R.R.	200	.....	.....	44	2,700	.....	.....	130	205	785	38
Wabash R.R. (West)	.....	.....	.....	.....	2,681,100	.....	.....	120	243	.....	.....
St. Louis, Kans. City & Col. R.R.	.....	.....	.....	79	81,000	.....	.....	60	68	1,010	3
Mo., Kansas & Texas R.R.	160	65	60	.....	.....	.....	.....	.....	88	.....	.....
St. Louis Southwestern Ry.	.....	135	.....	.....	.....	.....	.....	12,415	631	15,965	.....
St. L., Iron Mount. & South'n R.R.	11,550	1,531	400	6,591	9,450	.....	.....	2,090	216	10,110	11
Illinois Central R.R.	7,580	.....	4,485	.....	1,540,850	.....	.....	1,645	388	445	77
Louisville, Henderson & St. Louis R.R.	8,770	113	155	.....	4,050	.....	130	960	15	970	1
Louisville & Nashville R.R.	24,970	88	10	.....	1,350	600	.....	1,835	145	45	2
Mobile & Ohio	.....	1	12,895	11	9,450	.....	.....	646	24	.....	2
Southern Railway	50	80	70,710	.....	141,750	400	1,495	5,235	131	100	3
Balt. & Ohio S. W. Railroad	800	.....	55,165	.....	1,568,700	.....	.....	1,985	623	2,335	10
Chicago & Alton	50	.....	64,730	.....	78,900	.....	.....	11,645	953	1,985	15
Co., C. & St. Louis	.....	15	70,070	400	228,150	.....	.....	5,215	141	1,810	46
Vandalia	.....	.....	196,275	.....	801,900	.....	620	715	508	635	105
Wabash R.R. (East)	.....	.....	18,980	.....	74,250	.....	525	42,055	781	5,925	74
Toledo, St. Louis & Western R.R.	85	.....	.....	.....	4,210,650	40	4,550	.....	15	25	20
Chicago, Peoria & St. Louis R.R.	19,060	2	890	.....	1,877,850	8,180	150,595	14,115	708	9,350	2
Chas. Burl. & Quincy	775	.....	.....	.....	5,559,900	.....	.....	.....	.....	10,055	48
St. Louis & Northwestern R.R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....
St. Louis Valley R.R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Troy & Eastern Ry.	15	.....	7,526	.....	.....	.....	.....	85	.....	2,867	.....
Upper Mississippi River	480	.....	177	.....	.....	.....	.....	75	.....	5,828	.....
Lower	15	.....	98	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wagon	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....
Total	69,310	2,031	478,870	15,696	20,831,900	11,430	415,66,529	100,650	9,130	71,840	468

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad and River.	Oranges bxs.&bbls		Ore.		Pig Iron, tons.	Poultry and Furs, Pkgs.	Pork Product.			Potatoes.	
	Iron, tons.	Zinc, tons.					Eld Pork, bbls.	Hams, lbs.	Meats, lbs.	Sacks & bbls.	Cars Bulk.
Chicago & Alton R.R., Mo. Div....	1,455	.....	.....	.....	8,468	208	275	240,000	10,087,800	980	9
Missouri Pacific R.R.	69,035	9,450	.....	.....	17,885	162	.....	8,531,000	61,690,800	6,800	184
St. L. & San Francisco R.R.	50,755	18,628	.....	.....	.....	298	.....	28,000	108,800	58,180	28
Wabash R. R. (West).....	.....	.....	.....	.....	.....	87	.....	187,400	19,710,800	2,680	81
St. Louis, Kansas City & Colo. R.R.	.....	.....	.....	.....	.....	462	.....	.....	.....	8	.....
Missouri, Kansas & Texas R.R.	33,985	60	.....	.....	480	.....	.....	.....	76,700	7,063	19
St. Louis Southwestern Ry.....	.....	.....	.....	.....	815	.....	.....	.....	.....	983	14
St. L., Iron Moun. & South'n R.R.	274,780	260	.....	.....	29,142	1,669	.....	.....	183,800	192,883	6
Illinois Central R.R.	4,150	.....	.....	.....	18,690	.....	.....	.....	1,791,800	182,508	272
Louisville, Henderson & St. L. R.R.	1,485	.....	.....	.....	960	.....	.....	.....	.....	263	.....
Louisville & Nashville R.R.	20,555	20	.....	.....	84,769	38	.....	1,800	.....	5,010	82
Mobile & Ohio	31,135	215	.....	.....	81,074	.....	.....	.....	8,700	26,188	77
Southern Railway	700	.....	.....	.....	11,880	118	.....	184,700	.....	1,790	8
Balt. & Ohio S. W. Railroad	1,550	.....	.....	.....	155	.....	885	.....	7,083,700	10,940	18
Chicago & Alton	1,340	.....	.....	.....	20,289	.....	.....	.....	.....	15,180	97
C. C. & St. Louis .....	.....	.....	.....	.....	8,700	.....	.....	.....	.....	1,045	106
Vandalia .....	.....	.....	.....	.....	1,884	4	1,450	28,000	10,444,400	1,890	774
Wabash R. R. (East).....	1,075	1,107	.....	.....	11,890	.....	.....	.....	258,000	1,890	171
Toledo, St. Louis & Western R. R.	.....	.....	.....	.....	88,208	7,571	.....	.....	10,640,500	320	112
Chicago, Peoria & St. Louis R.R.	.....	180	.....	.....	7,725	2	885	2,947,400	51,828,200	55,615	229
St. L., Burlington & Quincy R.R.	1,110	.....	.....	.....	.....	.....	.....	.....	.....	80	.....
St. L., Keokuk & Northwestern R.R.	80,145	50	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis Valley R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Troy & Eastern Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lower .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	652,855	78,827	28,446	286,241	11,825	8,056	7,075,800	178,545,800	587,124	2,841	.....

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

By Railroad and River.	R.R.		Rice, pgs.	Rosin, bbbls.	R.R. Iron, tons.	SALT.			Seeds, Jaks & bbbls.
	Sacks.	Bush.				Sacks.	Bbls.	Bulk cars.	
Chicago & Alton R. R., Mo. Div.....	...	13,500	800	.....	.....	.....	.....	.....	.....
Missouri Pacific R. R.....	80	58,100	680	.....	.....	.....	.....	.....	.....
St. Louis & San Francisco R. R.....	.....	.....	8,885	.....	.....	.....	.....	.....	.....
Wabash R. R. (West).....	.....	228,600	8,820	.....	.....	.....	.....	.....	.....
St. L., Kansas City & Colorado R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri, Kansas & Texas R. R.....	.....	2,700	25,880	810	.....	.....	.....	.....	.....
St. Louis Southwestern R. R.....	.....	4,280	23,840	.....	.....	.....	.....	.....	.....
St. L., Iron Mount. & Southern R. R.....	.....	.....	80,875	180	1,640	.....	.....	.....	.....
Illinois Central R. R.....	.....	12,600	.....	8,775	.....	.....	.....	.....	.....
Louisville, Henderson & St. Louis R. R.....	.....	.....	8,125	.....	.....	.....	.....	.....	.....
Louisville & Nashville R. R.....	.....	.....	47,165	5,880	50	.....	.....	.....	.....
Mobile & Ohio.....	.....	.....	.....	70,200	50	.....	.....	.....	.....
Southern Railway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Balt. & Ohio S. W. Railroad.....	.....	.....	84,470	.....	.....	.....	.....	.....	.....
Chicago & Alton.....	.....	8,600	480	620	.....	.....	.....	.....	.....
O. C. C. & St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vandalia R. R.....	100	.....	.....	145	.....	.....	.....	.....	.....
Wabash R. R. (East).....	.....	5,400	.....	.....	.....	.....	.....	.....	.....
Toledo, St. Louis & Western R. R.....	.....	900	.....	.....	.....	.....	.....	.....	.....
Chicago, Peoria & St. Louis R. R.....	.....	110,700	.....	.....	.....	.....	.....	.....	.....
Chi., Burlington & Quincy R. R.....	.....	285,800	.....	.....	.....	.....	.....	.....	.....
St. Louis, Keokuk & Northwestern R. R.....	.....	688,800	700	.....	.....	.....	.....	.....	.....
St. Louis Valley R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Troy & Eastern Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upper Mississippi River.....	890	.....	.....	.....	.....	.....	.....	.....	.....
Lower.....	217	.....	25	.....	.....	.....	.....	.....	.....
Illinois.....	289	.....	.....	.....	.....	.....	.....	.....	.....
Missouri.....	8	.....	.....	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tenn. Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	974	1,826,700	228,165	81,660	191,280	47,080	218,765	1,702	64,702

TRADE AND COMMERCE OF

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, etc.	Sheep, head.	Staves.		SUGAR.			Shin- glos. M.	Tallow, lbs.	Tar and Pitch, bbls.	TOBACCO.		
		M.	Carr.	Hhds.	Bbls.	Bags.				Hhds.	Pkts. Leaf.	Mkts'd. Pounds.
Chicago & Alton R.R., Mo. Div.	26,187					1,500		184,800				
Missouri Pacific R.R.	49,341					7,125	6,860	1,575,100		15		
St. Louis & San Francisco R.R.	124,044					1,200		98,500				
Wabash R.R. (West)	52,745					70		410,700				
St. L., Kansas City & Colorado R.R.	8,934							5,100				
Mo., Kansas & Texas R.R.	88,724					6,365		581,200		2	9	20,900
St. Louis Southwestern Ry.	1,235						500					
St. L., Iron Mount. & South'n R.R.	21,514	1,726		75	51,570	25,025	8,155	218,700	1,020	158		938,400
Illinois Central R.R.	81,032	966		175	27,853	229,700		190,600	1,010			85,520
Louisville, Henderson & St. L. R.R.	101				9,360	15,910				13,825	200	8,987,970
Louisville & Nashville R.R.	24,438	428			9,019	12,035		157,500	4,203	8,619	418	175,200
Mobile & Ohio	11,428	1,212			87,022	85,660	680	185,700	11,458	40	1,752	44,340
Southern Railway	10,338	85			1,515	1,035		18,100	195	21,261	1,105	2,526,060
Balt. & Ohio S. W. Railroad.	9,427	215			2,700	435		150,600		7,472	2,127	2,069,700
Chicago & Alton	18,825				2,155	8,650	880		200			6,400
C. C. C. & St. Louis	5,890				5,520	19,515		66,000	1,250			1,188,960
Vandalia	7,268				1,000	2,700		10,100	2,850	1,608	1,284	8,180,460
Wabash R.R. (East)	4,677				2,250	24,570		178,900	815	884	1,987	1,128,910
Toledo, St. Louis & Western R.R.	4,924				18,025	15,525	420	1,600		98	121	2,100
Chicago, Peoria & St. Louis R.R.	6,524				2,879	680		46,000				887,270
Chi., Burl. & Quincy R.R.	9,970				2,800	400	45,440	5,150,800	540	100	886	
St. L., Keokuk & Northwestern R.R.	69,785				4,440	25,110	69,155					
St. Louis Valley R.R.	28											
St. Louis, Troy & Eastern Ry.												
Upper Mississippi River.	4,861	92			80			457,800	111			68,200
Lower "	18,925	517			660		1,175	171,500				800
Illinois	4,044							18,400	20			
Missouri	384							500				
Ohio, Cumb. & Tenn. Rivers.	186							1,500				
Driven	4,434											
Total	565,886	612	5,868	250	490,445	464,545	182,695	9,359,000	21,811	51,402	11,678	15,425,280

RECEIPTS PER EACH RAILROAD AND RIVER FOR THE YEAR 1908—Continued.

By Railroad, River, etc.	Turpentine.		Tin, bxs.	Tea, cheets.	Wheat.		Wines and Liquors.		Wool, lbs.	Zinc & Spelter, alaba.
	Bbla.	Tanks.			Sacks.	Bushels.	Barrels.	Bxs & Cas.		
Chicago & Alton R.R., Mo. Div.	90	480	76,777	1,264,200	6,475	1,785	26,800	1,036,786
Missouri Pacific R.R.	8,221,900	...	...	4,438,800	1,468,770
Wabash R. R. (West)	1,973,800	75	10	1,468,770	467,480
St. L., Kans. City and Col. R. R.	1,931,400	...	...	41,860	...
Missouri, Kansas & Texas R. R.	622,800	...	...	694,880	91,800
St. Louis Southwestern Ry.	...	1	...	...	23,420	1,029,800	905	495	20,000	...
St. Louis, Iron Mt. & Southern R.R.	...	2	...	...	400	124,200	2,500	...	447,010	69,000
Illinois Central R. R.	...	7	...	...	141	284,400	...	...	1,946,860	...
Louisville, Henderson & St. L. R. R.	5,400	85	...	1,870	...
Louisville & Nashville R. R.	...	11	470	...	...	8,100	85	27,660	74,080	...
Mobile & Ohio	78	113	20	40	...	4,500	85	...	57,960	...
Southern	...	88	280	...	...	89,600	210	12,000	89,640	...
Balt. & Ohio S. W.	9,855	8,070	...	14,400	60	13,435	297,700	...
Chicago & Alton	1,082,200	400	25	186,970	...
C. & C. & St. Louis	10,025	...	...	138,200	6,515	910	8,860	...
Vandalia	5,420	485	113	87,800	220	2,180	82,550	...
Wabash R. R. (East)	5,085	4,858	760	224,100	1,475	740	165,160	...
Toledo, St. Louis & Western R. R.	265	...	...	72,900	...	35	10,000	...
Chicago, Peoria & St. Louis R. R.	1,616,500	...	50	288,170	...
Chicago, Burl. & Quincy R. R.	548,600	...	...	266,600	...
St. L., Keokuk & Northwestern R. R.	125	480	...	8,210,700	1,770	800	6,887,190	...
St. Louis Valley R. R.	7,280	455	76,500	...	...	4,570	...
St. Louis Troy & Eastern Ry.	15,800	...	...	...	...
Upper Mississippi River	56,859	...	17	67	58,650	...
Lower	69,021	...	10	148	247,570	...
Illinois	25,780	...	15	70	6,000	...
Missouri	5,023	...	...	...	8,900	...
Ohio, Cumb. & Tenn. Rivers	17	...	4,980	...
Wagon	535,000	...	...	...	...
Total	78	217	108,960	21,680	266,889	22,985,900	20,964	59,525	18,768,250	2,144,565

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903.

Date—1903.	Apples, Bbls.	Ale and Beer, Pks.	Bagging, Rolls.	Ban- anas, Cars.	BARLEY.			Beans, Pkgs.	Beef, Bbls. & Tcs.	Barbed Wire, Lbs.	Canned Beef, Lbs.	Fresh Beef, Lbs.	Boots and Shoes, Cases.
					Skts.	Bush.	Butter, Lbs.						
January	23,020	280,585	21,372	76	1,033	15,240	971,460	22,437	668	6,812,180	88,130	23,707,550	96,555
February	26,400	269,150	21,135	68	10	3,410	1,023,575	23,917	2,384	4,623,200	75,500	25,273,500	93,415
March	37,794	370,640	13,510	127	129	13,810	1,068,080	23,947	51	5,649,800	82,500	28,476,300	104,827
April	23,971	428,115	14,255	120	61	21,880	717,490	22,880	17	4,892,400	123,250	21,885,050	98,440
May	15,430	513,590	9,415	159	285	7,655	916,915	18,700	267	5,480,500	267,450	32,443,850	97,930
June	9,975	500,135	6,905	119	10	7,900	533,475	14,605	41	5,828,375	219,850	18,941,250	92,280
July	7,915	663,300	11,865	98	.....	.....	747,655	14,885	180	5,104,055	135,720	31,544,995	119,235
August	7,655	633,230	14,240	99	285	1,250	530,275	13,220	107	4,745,080	109,595	37,633,080	104,965
September	10,535	681,705	12,480	99	631	6,180	837,560	15,745	220	4,023,400	41,560	41,168,650	96,874
October	26,310	593,775	11,850	59	435	15,270	1,022,385	19,810	1,863	4,534,700	24,250	43,143,650	103,185
November	33,220	423,655	9,655	56	574	75,195	966,290	25,095	13	4,393,700	85,900	34,378,100	103,420
December	27,915	390,755	8,890	43	595	116,560	1,260,040	24,405	8	3,968,800	88,850	34,739,300	106,150
Totals	250,160	5,798,635	155,932	1,093	4,048	233,650	10,654,150	238,566	5,798	60,080,390	1,842,475	873,340,225	1,216,386
By Railroad	247,886	5,697,560	147,342	1,093	3,865	233,650	10,625,035	231,832	5,269	58,928,190	1,842,475	873,041,275	1,190,214
" River	2,274	71,075	8,590	.....	193	.....	29,115	7,734	510	1,152,200	.....	293,950	26,122

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903—Continued.

Date—1903.	BRAN.		Cattle, Head.	Oastor Beans, Sacks.	Cheese, Boxes.	Coal, Tons.	COFFEE.		CORN.		Corn- meal, Bbls.	Cotton, Bales.
	Sacks.	Cars, bulk.					Sacks.	Pkgs.	Sacks.	Bushels.		
January	123,135	86	21,280	.....	23,030	135,435	15,530	33,630	30,180	3,384,801	29,626	115,163
February	112,060	64	16,506	.....	21,760	131,034	15,040	32,965	88,210	3,071,300	43,382	88,269
March	154,003	95	13,997	.....	23,370	132,691	19,659	36,375	78,562	2,992,901	43,610	77,574
April	101,050	100	15,425	.....	22,029	97,965	22,765	35,315	40,736	1,860,155	30,283	67,177
May	105,050	98	18,437	.....	35,555	115,828	28,100	32,410	12,005	1,649,245	31,790	36,445
June	52,995	24	18,266	.....	32,070	63,325	15,720	26,760	15,200	753,830	22,305	11,978
July	110,460	27	50,115	.....	28,985	100,940	21,545	26,870	28,596	1,346,390	26,475	5,836
August	148,955	38	38,105	.....	17,880	126,150	21,920	27,980	10,430	815,605	15,835	2,896
September	248,100	39	46,893	1,200	21,760	139,602	19,425	28,115	3,865	1,477,555	20,640	1,024
October	307,885	23	47,983	.....	28,925	169,240	20,045	30,100	5,250	1,297,130	19,145	9,804
November	280,895	28	31,389	.....	24,980	147,638	22,590	31,065	5,805	627,100	17,195	55,991
December	236,955	72	20,117	600	24,385	173,130	21,380	37,610	2,755	620,330	15,945	110,907
Total	1,981,503	690	338,493	1,800	304,739	1,542,028	238,719	379,195	271,103	19,826,342	316,181	583,064
By Railroad	1,972,625	690	335,859	1,800	298,410	1,541,920	225,800	379,195	213,657	18,801,121	298,151	582,789
" River	8,998	.....	2,634	.....	6,329	106	12,919	.....	57,446	1,025,221	18,030	275

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903—Continued.

DATE—1903.	Cotton- seed Meal, Tons.	Candles Boxes.	Dried Fruit, Pkgs.	Eggs, Pkgs.	Flaxseed, Bus. bulk.	Flour, Bbls.	Fertil- izer, Tons.	Grease, Lbs.	Hay, Tons.	Horses and Mules, Head.	Hides, Lbs.
January	3,490	18,020	30,930	29,045	1,000	284,781	8,125	530,800	10,280	14,132	9,732,500
February	2,235	18,031	24,935	23,736	1,005	283,028	5,235	217,000	10,776	13,357	8,778,400
March	3,020	17,809	30,345	97,615	550	296,092	6,280	311,500	11,361	12,802	10,164,500
April	1,330	11,788	33,930	178,040	.....	242,405	4,968	536,050	12,239	9,974	9,388,000
May	910	10,955	29,930	84,935	600	214,900	3,677	761,900	13,700	6,904	9,562,480
June	380	5,265	18,215	49,670	.....	128,120	2,643	339,700	4,198	3,629	5,816,500
July	895	9,270	23,435	65,905	1,150	213,350	3,505	659,090	9,112	6,144	6,607,450
August	246	8,225	19,515	38,435	1,105	260,915	3,525	1,031,525	8,437	8,217	6,471,300
September	1,015	14,470	24,810	24,515	4,085	338,155	4,253	437,500	7,438	9,994	8,112,100
October	1,331	10,660	30,400	27,825	3,435	333,770	3,155	675,675	9,798	13,645	11,955,200
November	3,528	21,700	39,455	32,370	2,825	298,075	3,275	600,300	8,369	8,328	13,264,500
December	4,496	28,350	37,835	29,200	.....	294,595	3,800	490,800	8,243	10,009	12,822,100
Totals	22,875	169,550	343,835	631,400	15,595	3,127,093	52,439	6,594,440	114,441	117,135	112,680,080
By Railroad	22,870	168,860	331,880	631,180	15,595	3,099,628	52,335	6,577,440	110,748	113,102	112,636,080
River	5	690	11,955	220	.....	27,470	164	17,000	3,693	4,033	24,000

THE CITY OF ST. LOUIS.

271

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1903—Continued.

DATE—1903.	Hornly and Grist, Bbls.	Hogs, Head.	Lard, Lbs.	Lead, Pigs.	Lemons Boxes.	LUMBER.		Malt, Sacks.	MDSL. & SUNDRIES.		MOLASSES.	
						Cars.	M ft.		Packages.	Cars.	Bbls.	Kegs.
January	5,886	18,061	6,874,890	174,210	8,876	5,261	15	13,415	3,134,760	20,377	16,749	3,936
February	7,875	18,277	5,937,560	238,605	7,865	5,581	5	16,000	2,953,940	17,740	23,685	2,814
March	11,331	27,060	6,071,445	238,560	10,145	6,475	92	16,520	3,861,040	21,113	17,246	3,185
April.....	11,807	24,335	5,919,205	177,021	6,565	6,657	141	14,840	3,303,445	20,775	19,546	3,680
May	10,245	21,940	6,113,960	249,195	8,515	7,458	241	13,042	3,090,227	20,189	14,310	3,900
June	8,530	27,490	4,807,250	71,226	4,200	3,969	95	14,980	2,511,685	15,981	11,235	2,450
July	9,960	35,236	6,078,110	123,870	10,490	6,065	135	20,345	3,492,065	22,695	9,405	4,185
August	11,432	32,820	5,779,410	161,043	11,720	7,054	213	15,104	3,436,935	21,432	8,628	3,870
September	11,360	26,064	4,069,510	117,834	9,740	8,362	313	17,320	3,631,718	23,163	7,810	6,020
October.....	15,230	27,182	7,521,000	142,265	8,645	8,986	314	21,145	3,742,445	23,033	10,195	4,365
November	14,620	6,855	7,553,150	123,939	8,735	7,934	263	17,610	3,324,400	20,602	9,115	5,440
December	16,150	6,636	7,340,400	164,756	13,665	7,170	9	20,590	3,731,400	21,685	10,285	4,725
Total.....	133,976	267,000	79,065,870	1,979,554	109,200	81,573	1,836	200,911	39,753,900	247,645	153,139	49,960
By Railroad	133,036	266,508	78,269,080	1,970,895	109,200	81,572	.....	198,726	37,845,550	247,645	156,907	49,450
" River	880	492	796,790	8,659	.....	.....	1,836	2,185	1,907,850	.....	1,232	410

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903—Continued.

DATE—1903.	Nails, Kgs.	OATS.		Oil Cake, Tons.	Ontons, Pkgs.	Crags, Bbls.	ORE.		Pig Iron, Tons.	PORK PRODUCT.	
		Sacks.	Bushels.				Iron, Tons.	Zinc, Tons.		B'd Pork, Bbls.	Hams, Lbs. Meats, Lbs.
January	35,210	40,028	1,465,743	76	17,929	58,980	30	2,835	21,135	1,941	3,927,800
February	73,520	17,623	1,697,335	85	13,185	46,060	55	2,965	15,265	527	5,734,670
March	93,046	46,555	1,772,415	83	17,295	86,790	20	5,505	19,795	355	4,477,425
April	106,080	20,526	1,444,275	44	12,580	53,240	25	4,770	24,160	255	4,135,510
May	80,455	23,078	985,065	12	14,885	54,675	35	4,585	22,365	246	9,044,700
June	56,120	10,805	512,940	.....	13,985	14,770	60	2,065	9,665	133	4,598,765
July	88,135	8,245	1,191,275	4	7,580	12,765	95	3,745	15,430	80	4,674,200
August	55,904	8,805	789,215	139	7,965	11,825	542	3,890	10,683	115	4,851,395
September	60,534	7,535	720,065	20	8,240	10,115	395	3,605	11,970	235	4,649,010
October	63,125	9,785	952,620	295	7,640	9,545	.....	4,050	9,110	155	7,046,700
November	62,645	7,850	621,780	80	5,940	35,115	105	3,490	10,725	230	5,764,200
December	62,835	5,090	896,755	136	7,370	83,160	20	4,190	8,465	10	4,445,100
Totals	892,589	205,921	13,049,543	974	134,594	480,040	28,944	45,705	178,758	4,232	63,349,475
By Railroad	873,898	149,896	13,049,543	974	131,634	480,040	28,944	45,705	178,756	3,513	62,594,715
River	19,691	55,925	.....	.....	2,960	.....	.....	.....	8	469	854,760

MONTHLY SHIPMENTS PER RAILROADS AND RIVER FOR 1903—Continued.

DATE—1903.	POTATOES.		RYE.		Rice, Pkgs.	SALT.			Sheep, Head.	SUGAR.		
	Pkgs.	Bushels.	Sacks	Bushels		Sacks.	Barrels.	Cars, Bulk.		Hhds.	Bbls.	Bags.
January	29,015	63,825	10	138,185	19,414	3,450	15,963	7	2,601	267	38,074	28,428
February	26,745	86,955	1	100,005	16,330	2,857	13,745	4	754	30	26,960	17,423
March	32,878	72,010	17	202,425	20,835	3,190	13,262	4	599	40	22,542	20,079
April	24,775	42,410	5	145,535	21,960	4,100	12,420	11	6,989	.....	23,632	24,792
May	24,495	59,710	247	46,350	20,540	3,450	13,330	60	12,484	19	23,890	26,526
June	42,700	40,930	130	6,260	12,345	2,450	7,700	15	19,672	.....	14,880	21,860
July	45,600	55,420	284	33,915	13,810	5,105	15,020	18	10,827	43	23,890	25,830
August	24,580	35,420	705	46,565	20,290	4,100	16,080	7	13,443	.....	23,105	24,540
September	16,773	46,650	925	73,110	14,465	6,615	25,145	9	4,630	.....	24,131	21,480
October	18,450	57,055	480	98,615	28,635	5,130	22,290	3	5,176	.....	25,795	27,290
November	15,500	43,680	555	99,925	35,235	5,545	28,535	8	2,014	1	22,215	24,145
December	17,790	53,980	83	87,790	39,335	4,770	26,655	19	4,789	.....	30,730	29,165
Total	319,301	663,045	3,438	1,078,690	263,194	50,762	212,195	165	83,978	400	269,824	291,558
By Railroad	306,673	663,045	1,912	1,078,690	260,379	47,895	203,318	165	83,393	323	268,465	274,087
“ River	12,628	.....	1,526	.....	2,815	867	8,877	.....	565	77	11,359	17,471

MONTHLY SHIPMENTS PER RAILROAD AND RIVER FOR 1903—Continued.

Date—1903.	Soap, Boxes.	Sour- kraut, Pkgs.	Tallow, Lbs.	Tobacco Hhds.	Tobacco, Manufact'd, Pounds.	WHEAT.		Whisky and High- wines, Bbls.	Wool, Pounds.	White Lead, Pounds. ¹	Zinc and Spelter, Slabs.
						Sacks.	Bushels.				
January	115,475	11,690	1,094,600	61	8,070,435	350	1,638,525	9,872	1,508,720	6,945,715	173,421
February	115,445	9,400	35,000	144	6,876,130	....	1,377,805	9,591	690,200	8,650,700	227,185
March	143,287	7,100	441,000	292	7,280,400	24,686	1,881,245	10,718	1,775,400	7,578,850	266,250
April	144,975	4,365	1,148,700	205	8,608,935	8,947	2,632,655	11,518	1,425,070	7,041,685	251,515
May	143,350	1,820	919,000	309	8,905,945	2,764	1,674,500	8,724	2,008,800	7,076,595	184,025
June	108,700	1,135	804,500	.....	6,977,910	220	377,610	5,454	1,820,080	5,276,050	65,620
July	125,575	1,765	605,420	27	10,581,335	287	1,167,900	9,337	2,950,045	8,653,790	195,435
August	100,885	1,755	871,350	180	8,782,905	2,050	1,263,775	10,189	2,501,195	7,756,840	195,140
September	90,015	9,935	1,458,000	46	7,001,055	985	1,780,120	8,436	1,510,380	5,961,125	209,695
October	100,230	13,595	3,262,350	180	6,158,750	1,380	2,124,150	8,072	1,720,600	6,413,250	273,375
November	104,880	5,770	1,950,550	32	8,752,450	1,555	1,240,770	9,861	1,554,500	5,893,800	254,535
December	98,505	5,060	1,837,850	63	11,713,000	12	1,351,015	9,690	1,566,800	4,159,400	285,750
Totals	1,352,272	73,890	13,928,320	1,509	99,706,650	43,196	18,709,570	111,573	21,081,610	80,907,480	2,631,896
By Railroad	1,376,570	73,890	13,926,720	1,487	99,507,475	3,263	16,985,850	108,027	21,080,110	78,869,070	2,631,896
River	15,702	.....	1,600	22	201,175	36,933	1,724,230	3,545	1,500	2,545,410	.....

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903.

BY RAILROAD AND RIVER.	Apples, bbls.	Ale & Beer, packages.	Bagging, rolls.	Bananas, Oars.	BARLEY.		Butter, lbs.	Beans, pkgs.	Beef, bbls. and tos.	Barbed Wire, lbs.	Canned Beef, lbs.
					Sacks.	Bush.					
Chicago & Alton R. R., Mo. Div.	1,605	7,255	.....	.....	.....	.....	67,705	80	.....	2,855,000	.....
Missouri Pacific R. R.,	6,857	1,194,800	885	9	.....	.....	78,275	9,840	.....	19,857,000	.....
Wabash R. R. (West),	1,570	220,595	8,155	148	.....	6,115	1,840	20,635	.....	8,257,700	17,800
St. L., Kansas City & Colo. R. R., ..	240	20,595	.....	.....	5	.....	.....	1,160	4	8,554,000	8,860
St. Louis & San Francisco R. R., ..	18,115	242,255	60,205	25	.....	.....	580	25,925	.....	14,219,000	.....
Missouri, Kansas & Texas R. R., ..	12,835	123,555	5,500	.....	.....	.....	242,180	26,925	.....	5,588,205	104,250
St. Louis Southwestern Ry.,	27,005	57,125	8,710	1	80	.....	10,840	1,185	2,285	921,195	.....
St. L., Iron Moun. & Southern R. R., ..	67,095	1,559,865	67,110	.....	2,820	2,625	1,580,195	25,570	245	5,871,880	698,895
St. L., I. M. & S. Ry. (Ill. Div.), ..	85	.....	90	.....	.....	.....	.....	158	.....	23,500	6,800
Illinois Central,	78,735	267,115	150	5	.....	5,735	608,750	61,220	.....	58,000	24,800
Louisville, Henderson & St. Louis R. R.	1,168	34,180	.....	.....	.....	54,280	4,650	2,245	.....	24,800	.....
Louisville & Nashville R. R.,	6,660	58,505	.....	.....	.....	80,705	198,880	8,820	.....	51,800	56,800
Mobile & Ohio R. R.,	8,850	4,540	.....	.....	.....	.....	.....	25	.....	25,800	115,400
Southern Railway,	5,520	47,905	1,015	2	1,800	181,900	4,220	5,445	45	.....	.....
Balt. & Ohio S. W. R. R.,	2,075	55,640	.....	.....	.....	.....	27,280	2,215	.....	.....	.....
Chicago & Alton R. R., .....	.....	229,220	.....	24	.....	.....	155,800	5,075	.....	.....	.....
C. O. C. & St. L. R. R.,	280	101,675	.....	.....	.....	.....	79,900	5,075	.....	.....	.....
Vandalia R. R.,	1,270	89,510	37	1	1,880	1,880	42,245	9,840	175	20,200	42,900
Toledo, St. Louis & Western R. R., ..	14,860	219,480	920	18	.....	.....	7,486,425	1,600	580	1,517,845	191,500
Chicago, Peoria & St. Louis R. R., ..	150	75,525	.....	.....	.....	.....	.....	2,800	5	680,600	500
Chi., Burl. & Quincy R. R.,	142	625,045	.....	.....	.....	.....	.....	40	.....	.....	.....
St. L., Keokuk & Northwestern R. R.	2,455	85,660	60	80	.....	.....	1,860	2,800	.....	4,492,885	18,000
Upper Mississippi River,	260	15,315	4,590	152	.....	.....	11,500	2,600	865	812,000	.....
Lower Mississippi River,	1,746	51,685	5,470	.....	10	.....	16,915	8,945	117	692,000	.....
Missouri River,	20	2,225	.....	.....	178	.....	100	245	5	55,000	.....
Illinois River,	125	2,970	235	.....	.....	.....	660	615	5	61,600	.....
Ohio, Cumb. and Tenn. Rivers,	128	880	555	.....	10	.....	160	825	18	21,900	.....
Total by Rail and River,	260,160	5,768,685	155,332	1,098	4,048	289,860	10,654,180	288,566	5,799	60,060,890	1,842,476

TRADE AND COMMERCE OF

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD & RIVER.	Fresh Beef, Pounds.	Horns and Hoofs, Cases.	BRAN.		Cattle, head.	Oyster Beans, Sacks.	Cheese, boxes.	Coal, tons.	COFFEE.		CORN.	
			Sacks.	(ars, blk.					Sacks.	Pkgs.	Sacks.	Bushels.
Chi. & Alton R. R., Mo. Div.	24,510	11,445	.....	....	8,215	.....	..	9,810	2,100	2,195	.....	265,265
Missouri Pacific R. R., Mo. Div.	70,820	70,820	11,685	....	5,448	1,200	9,515	54,190	25,945	26,450	255	74,720
Wabash R. R. (West)	53,705	53,705	17,180	4	6,982	.....	21,555	116,808	21,860	22,200	405	5,500
St. L., K. C. & Col. R. R., Mo.	700	8,555	.....	2	166	.....	960	62,895	2,060	2,860	20	27,400
St. L. & San Francisco R. R., Mo.	2,280,000	407,905	2,750	.....	1,172	.....	8,220	577,140	890	98,135	4,550	45,810
Mo., Kansas & Texas R. R., St. L.	89,000	88,935	2,570	.....	2,245	.....	18,700	17,900	86,208	17,455	822	52,250
St. Louis Southwestern R. R., St. L.	100	51,304	8,990	52	45	.....	88,915	846,955	695	5,745	545	1,246,945
St. L., Iron Mount. & S. R. R., St. L.	9,980,320	188,120	33,210	395	1,881	.....	122,050	8,245	28,690	78,105	1,045	2,851,710
St. L., I. M. & S. Ry. (Ill. Div.)	110,400	885	15	..	7,181	.....	185	7,775	27,400	41,680	80	1,739,940
Illinois Central R. R., St. L.	13,033,800	95,350	88,420	6	10,162	.....	885	.....	8,600	1,775	280	2,263,925
Louisville & St. L. R. R., Louisville	3,639,400	20,455	1,500	.....	2,848	.....	28,450	70	7,780	4,465	176,804	4,511,154
Mobile & Ohio	5,459,300	66,475	72,480	4	7,018	600	275	810	2,470	1,890	590	444,268
Southern Railway	473,300	9,835	25,710	167	28,598	.....	8,100	17,985	8,780	10,885	2,885	508,438
Balt. & Ohio S. W. Railroad	12,690	12,690	79,960	6	81,729	.....	880	165	2,585	8,150	.....	218,890
Chicago & Alton	85,735,245	18,635	888,640	52	45,986	.....	4,790	6,110	4,200	9,185	800	898,540
C. & C. C. & St. L.	30,869,275	25,200	63,775	21	68,304	.....	19,555	8,595	15,455	14,780	4,895	947,810
Wabash R. R. (East)	65,033,260	26,555	614,575	20	18,538	.....	.....	8,780	8,100	985	.....	6,490
Toledo, St. L. & Western R. R., Chicago, East	112,191,500	28,260	822,880	1	18,487	.....	50	142,755	2,050	1,515	.....	9,280
Chi., St. L. & Quincy R. R., St. L.	239,700	800	3,650	1	6,909	.....	700	171,770	80,280	46,935	800	18,200
St. L., Keokuk & N. W. R. R., Upper Mississippi River	3,303,625	51,900	400	.....	2,229	.....	2,515	14	6,900	.....	10	85,958
Lower Mississippi River	102,500	295	295	.....	1,095	.....	8,072	84	4,900	.....	.....	1,025,221
Missouri River	188,580	17,935	7,988	.....	1,264	.....	280	1	200	.....	.....	.....
Illinois River	190	190	.....	.....	23	.....	890	1	725	.....	.....	.....
Ohio, Cumb. & Tenn. Rivers	7,600	890	235	.....	8	.....	122	5	404	.....	21,558	.....
Total by Rail and River.	378,340,225	1,216,886	1,981,548	680	388,498	1,900	804,789	1,542,098	288,719	870,105	271,108	19,828,842

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD AND RIVER.	Cornmeal, bbls.	Cotton, bales.	Cotton Seed Meal, Tons.	Candles, boxes.	Dried Fruit, pkgs.	Eggs, pkgs.	Flax Seed, Bu. blk.	Flour, bbls.	Fertilizer tons.	Grease, lbs.
Chicago & Alton R.R., Mo. Div.	.....	14	20	.....	.....	500	.....	200	95	.....
Missouri Pacific	8,980	.....	860	61,520	10,495	.....	.....	35,187	250	.....
Wabash R. R. (West)	.....	.....	215	18,420	18,205	.....	.....	1,070	.....	.....
St. L., Kansas City & Colo. R. R.	.....	4	.....	165	8,885	835	.....	1,115	.....	.....
St. Louis & San Francisco R.R.	.....	.....	.....	2,940	1,090	1,820	.....	16,840	285	425,000
Mo., Kansas & Texas R.R.	2,649	.....	20	21,480	10,185	.....	.....	42,020	815	80,500
St. Louis Southwestern Ry.	8,825	.....	.....	9,280	2,985	.....	.....	17,085	149	.....
St. Louis, L. M. & S. Ry.	153,240	107	985	8,615	55,175	19,280	400	504,202	11,485	40,000
St. L., L. M. & S. Ry. (Ill. Div.)	10	.....	.....	5	.....	.....	.....	777,915	20,510	46,800
Illinois Central R. R.	117,987	7,951	.....	8,615	62,295	2,465	.....	165,840	1,080	.....
Louisville, Henderson & St. Louis R. R.	8,770	1,872	.....	6,360	6,025	.....	.....	99,868	5,190	.....
Louisville & Nashville R.R.	1,190	1,174	15	.....	.....	860	.....	837,210	7,155	.....
Southern Railroad	5,005	38,814	.....	685	10,490	52,635	.....	172,174	1,135	1,655,900
Balt. & Ohio S. W. R. R.	80	18,232	1,850	670	40,800	8,135	.....	172,215	2,890	.....
Chicago & Alton	.....	78,023	2,555	.....	.....	38,640	8,800	208,205	53	1,811,800
C. C. & St. L.	90	96,910	1,040	235	8,895	20,750	.....	167,045	205	459,100
Vandalia R. R.	2,145	20,275	10	4,680	8,245	16,520	5,795	190,765	15	2,524,640
Wabash R. R. (East)	.....	57,522	6,675	11,685	86,045	17,845	.....	207,880	825	.....
Toledo, St. Louis & Western R. R.	1,600	182,709	2,160	220	1,110	235	.....	4,465	.....	.....
Chicago, Peoria & St. Louis R.R.	40	98,486	1,860	.....	.....	.....	.....	6,860	.....	.....
Chicago, Burlington & Quincy R. R.	1,515	4,913	1,820	26,770	1,880	4,480	.....	5,896	.....	.....
St. Louis, Keokuk & N. W. R. R.	86	36	1	340	2,845	105	.....	28,513	8	14,025
Upper Mississippi River	17,807	.....	1	840	7,725	85	.....	110	72	2,460
Lower Mississippi River	.....	.....	.....	5	80	.....	.....	160	1	.....
Missouri River	80	178	.....	5	35	80	.....	2,572	80	.....
Illinois River	.....	.....	.....	6	.....	.....	.....	.....	.....	.....
Ohio, Cumberland and Tennessee Rivers	688	2	1	.....	170	.....	.....	.....	.....	.....
Total by Rail and River	816,181	568,084	22,875	169,560	846,835	681,400	15,585	8,127,086	52,439	6,594,440

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD AND RIVER.											
Hay, tons.	Horses and Mules, head.	Hides, lbs.	Hornly & Urine, bbls.	Hogs, head.	Lard, lbs.	Lead, Pigs.	Lemons, boxes.	Lumber, Cords.	Lumber, M feet.	Malt, bushs.	
Chicago & Alton R. R., Mo. Div.	128	.....	.....	1,857	16,463,010	40	520	526	.....	1,230	
Missouri Pacific " "	760	.....	2,555	5,897	84,190	2,200	2,560	12,892	.....	10	
St. L., K. C. & Col. R. R.	1,085	777,500	40	5,860	51,900	5,835	16,065	4,034	.....	6,795	
St. Louis & San Francisco R. R.	843	.....	89,805	90	491,500	855	550	851	.....	15	
Missouri, Kansas & Texas R. R.	1,561	.....	5,196	1,422	538,270	1,000	4,060	2,847	.....	8,000	
St. Louis Southwestern Ry.	847	70,800	25	5	415,160	.....	10	967	.....	4,725	
St. L., Iron Mount & Southern R.R.	94	345,000	16,100	60	8,674,500	6,160	29,860	267	.....	68,086	
St. L., I. M. & S. Ry. (Ill. Div.)	6,117	8,545,000	64,150	8,115	12,535,200	10,890	10,150	2,864	.....	1,490	
Illinois Central R. R.	17,820	8,151,000	960	5,565	2,635,200	69,895	45	146	.....	79,960	
Louisville, Henderson & St. L. R. R.	5	973,600	35	8,564	5,923,100	5,923	410	180	.....	8,750	
Louisville & Nashville R.R.	84,654	779,900	2,705	61,851	8,027,200	6,890	135	606	.....	9,165	
Mobile & Ohio	1,168	12,155,880	2,705	8,861	5,626,900	89,686	9,870	1,531	.....	1,800	
Southern Railway	6,751	7,821,400	250	5,515	5,626,900	89,686	9,870	1,531	.....	1,800	
Balt. & Ohio S. W. R. R.	5,524	8,354,500	250	25,440	2,134,800	822,890	5,925	8,716	.....	1,155	
Chicago & Alton	5,552	7,029,400	250	86,184	423,850	52,755	12,080	6,163	.....	1,660	
C., C. C. & St. L.	17,591	47,685,250	250	7,430	19,064,520	675,665	7,165	17,746	.....	.....
Vandalia	8,185	9,995,700	.....	52,034	8,228,400	289,695	.....	2,863	.....	.....
Wabash R. R. (East).	2,251	9,995,700	20	1,508	900	872,890	840	9,755	.....	.....
Toledo, St. L. & Western R. R.	661	425,000	.....	9,886	146,100	2,140	5,070	9,755	.....	.....
Chicago, Peoria & St. Louis R. R.	1,294	51,900	.....	9,886	146,100	2,140	5,070	9,755	.....	.....
Chicago, Burlington & Quincy R. R.	170	57,700	2,865	2,685	68,500	3,495	2,605	8,409	.....	9,570	
St. Louis, Keokuk & N. W. R. R.	40	87,000	100	843	56,550	7,028	.....	.....	1,119	115	
Upper Mississippi River.	737	17,500	100	100	59,550	7,028	.....	.....	878	2,070	
Lower Mississippi River.	2,687	6,500	686	126	674,945	966	.....	.....	91	.....
Missouri River.	57	.....	55	.....	5,000	100	.....	.....	229	.....
Illinois River.	261	.....	5	.....	15,000	45	.....	.....	19	.....
Ohio, Cumberland & Tenn. Rivers.	241	.....	52	2	42,295	.....	.....	.....	.....	.....
Total by Rail and River.....	117,126	112,680,080	138,975	267,000	79,068,870	1,975,554	106,200	81,572	1,896	200,911	

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD AND RIVER.	MDSE & BUNDS.		Mel- ons. Cars.	MOLASSES.		Nails, kegs.	OATS.		Oil Cake, Tons.	Onions, pkgs.	Oranges, boxes & bbles.	ORE—Tons	
	Packages.	Cars.		Bbla.	Kegs.		Sacks.	Bushels.				Iron.	Zinc.
Chicago & Alton R. R., Mo. Div.	29,890	1,871		1,118	1,723	77,868		888,545	20	6,125	1,035	20	
Missouri Pacific	4,847,980	28,145	535	15,110	17,740	221,265	8,120	145,520		17,790	15,025		
Wabash R. R. (West)	7,261,575	26,110	134	76	17,740	25,946	1,708	27,860		1,035	115		
St. Louis, Kansas City & Colorado R. R.	84,960	49,368		70,076	12,139	75,960	18,188	49,968	15	27,475	8,510	27,680	65
St. Louis, Kansas & Texas R.	8,554,110	49,368	8	9,888	12,139	58,568	13,688	49,968		4,135	8,510	20	
Mo., Kansas & Texas R.	1,257,770	7,208	8	9,888	12,139	58,568	13,688	49,968		4,135	8,510	20	
St. Louis Southwestern Ry.	1,257,770	7,208	8	9,888	12,139	58,568	13,688	49,968		4,135	8,510	20	
St. L., Iron Mountain & Southern R. R.	1,257,770	7,208	8	9,888	12,139	58,568	13,688	49,968		4,135	8,510	20	
St. L., I. M. & S. Ry. (Ill. Div.)	2,917,254	81,245	15	6,620	6,670	108,750	5,184	1,562,745	121	25,510	28,415		
Illinois Central	45,960	518	15	13,755	5,215	119,180	375	4,790,000		15,520	18,070	25,065	
Louisville, Henderson & St. Louis R. R.	7,035,780	10,440	15	13,755	5,215	119,180	375	4,790,000		15,520	18,070	25,065	
Louisville & Nashville R. R.	235,680	1,845		400	60	8,265	12,465	1,469,565		8,945	7,270	85	
Mobile & Ohio R. R.	801,450	7,251	4	115	660	2,655	4,145	3,908,565		10	645		
Southern Ry.	1,220,154	7,072	2	1,115	660	2,655	4,145	3,908,565	102	235	20,915	712	570
Balt. & Ohio S. W. R. R.	165,600	5,799	1	1,850	485	4,145		18,640	110	1,115	98,900		
Chicago & Alton R. R.	202,139	5,412	24	4,455		18,065		8,250		625	24,250	25	20
C. C. & St. Louis R. R.	1,015,845	5,611	28	745	1,467	15,255		22,500	465	990	91,450	457	75
Wabash R. R. (East)	889,288	7,742	192	2,660	1,555	15,255		24,490	75	2,735	105,520		
Toledo, St. Louis & Western R. R.	1,552,565	15,940		12,960	1,025	89,140	86	1,875		14,265	87,075	65	60
Chicago, Peoria & St. Louis R. R.	558,525	2,542	2	785	25	8,900		12,070		564	840		
Chi., Burl. & Quincy R. R.	816,845	2,545	65	12,700	185	150		9,120			21,065	25	15,460
St. Louis, Keokuk & N. W. R. R.	252,900	4,572	122	2,660	185	51,025	2,720	9,120			11,480	25	60
Upper Mississippi River	8,012,085	16,946		880	260	6,725	54,152			1,825			
Lower Mississippi River	494,915			751	130	9,452	64,152			965			
Missouri River	1,233,575			50	80	245	250			65			
Illinois River	28,520			20	200	1,145	265			270			
Ohio, Cumberland and Tenn. Rivers.	65,880			51		2,144	988			145			
Total by Rail and River.....	59,735,500	247,545	1,025	155,199	49,860	882,589	205,921	13,048,545	974	184,594	480,040	25,944	45,705

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

BY RAILROAD AND RIVER.	Pig Iron, tons.	PORK PRODUCT.			POTATOES.		EYE.		Rice, pkgs.
		B'd Pork bbls.	Hams, pounds.	Meats, pounds.	Pkgs.	Bush.	Sacks.	Bush.	
Chicago & Alton R.R., Mo. Div.	400	...	26,000	...	180	...	...	...	...
Missouri Pacific "	81,260	711	2,202,480	762,680	10,605	3,845	...	...	7,685
Wabash R. R. (West).	8,860	...	26,000	...	46,875	2,260	...	...	18,525
St. Louis, Kansas City & Colorado R. R.	...	...	8,400	70,820	1,680	5	...	...	18,445
St. Louis & San Francisco R.R.	600	...	...	695,000	29,180	...	80	...	16,870
Missouri, Kansas & Texas R.R.	2,575	97	209,480	447,060	4,160	2,440	942	...	18,927
St. Louis Southwestern R. R.	50	...	14,100	2,286,510	16,748	5,205	48	...	18,885
St. Louis & Iron Mountain R. R.	275	785	8,867,290	44,269,540	80,670	841,970	80	...	18,580
St. L., I. M. & S. E. R. (Ill. Div.)	110	5	1,500	27,920	260	4,580	520	...	69,545
Illinois Central R. R.	596	555	6,146,500	108,020,700	90,160	220,495	...	12,265	200
Louisville, Henderson & St. Louis R. R.	...	...	1,955,815	2,810,800	20	510	...	205,068	120
Louisville & Nashville R.R.	255	5	16,607,010	9,869,800	8,740	19,010	...	64,560	...
Mobile & Ohio	...	...	477,800	20,284,980	200	...	...	85,555	...
Southern Railway	4,428	15	282,780	6,081,900	840	11,000	72	584,465	145
Balt. & Ohio S. W. Railroad.	...	...	607,650	1,965,100	6,788	2,580	220	164,258	18,085
Chicago & Alton	25,875	810	1,808,800	4,193,980	18,010	5,508	...	2,468	4,580
C., O. & St. L.	1,450	...	1,882,800	4,528,900	200	19,405	...	26,625	4,587
Vandalia R. R.	940	90	98,240	728,300	4,920	15,575	...	14,115	12,215
Wabash R. R. (East.)	2,680	...	20,808,840	20,490,885	27,185	1,080	...	78,190	...
Toledo, St. L. & Western R. R.	485	80	6,868,570	14,887,500	200	420	...	11,980	1,240
Chicago, Peoria & St. Louis R. R.	82,845	10	1,000	7,458,800	260	5,040	...	1,415	1,415
Chicago, Burl. & Quincy R.R.	56,685	700	113,600	269,900	7,290	5,040	...	11,450	...
St. Louis, Keokuk & Northwestern R.R.	12,010	...	99,250	200,400	6,500	2,770	...	8,760	...
Upper Mississippi River	8	329	688,625	2,241,860	2,280	...	95	...	1,090
Lower Mississippi River	...	134	8,500	5,000	8,768	...	1,116	...	1,425
Missouri River	...	...	9,700	38,300	580	...	...	...	165
Illinois River	...	...	18,685	242,520	815	...	525	...	60
Ohio, Cumberland and Tennessee Rivers	...	6	...	...	...	...	...	...	95
Total by Rail and River.....	178,766	4,232	66,849,475	250,087,115	\$19,801	668,045	5,488	1,078,680	265,194

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Continued.

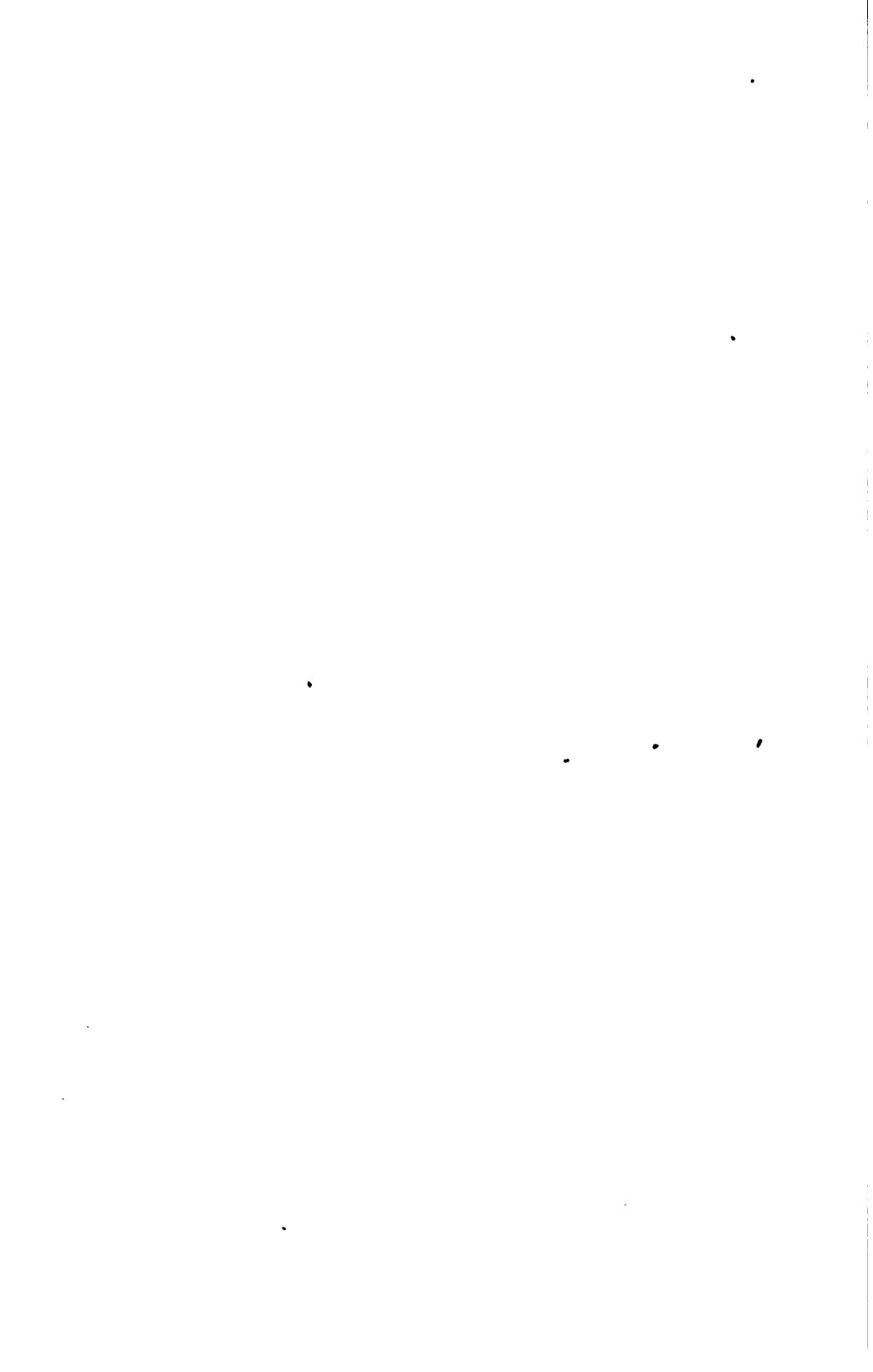
BY RAILROAD AND RIVER.	SALT.			Sheep, head.	SUGAR.			Soap, bxs.	Sour- kraut, pkgs.	Tallow, lbs.	Tobac- co, hds.
	Sacks.	Bbls.	HL Ctn.		Hds.	Bbls.	Bags.				
Chicago & Alton R.R., Mo. Division.....	410	505	5	872	...	2,440	4,225	14,155	40	...	...
Missouri Pacific.....	...	41,175	5	1,900	...	29,530	17,725	218,570	7,705	...	...
Wabash R. R. (West).....	95	4,180	5	6,743	...	26,160	17,725	20,810	140	...	...
St. Louis, Kansas City & Colo. R. R. ....	...	185	29	1	...	1,215	1,765	1,955	850	...	...
St. Louis & San Francisco R. R.	220	75,960	...	853	...	88,370	29,180	79,545	6,555	...	...
Missouri, Kansas & Texas R. R.	12,590	99,690	4	635	1	84,885	31,110	128,695	9,895	...	74
St. Louis Southwestern Ry.	1,835	8,965	...	...	...	917	60	21,515	10,540	...	...
St. Louis Iron Mountain & Southern R. R.	6,145	12,090	86	970	21	10,605	15,945	221,630	16,690	252,520	7
St. L., I. M. & S. Ry. (Ill. Div.).....	180	975	...	...	...	270	1,140	405	60	...	...
Illinois Central R. R.	26,395	8,700	4	8,895	...	10,645	38,795	157,750	16,575	1,729,100	...
Louisville, Henderson & St. Louis R. R.	...	...	...	...	...	120	25	16,340	180	...	88
Louisville & Nashville R. R.	25	...	...	8,895	...	775	691	12,510	435	46,100	1
Mobile & Ohio.....	...	210	...	2,419	...	95	17	15,095	...	...	...
Southern Railway.....	225	1,210	9	2,201	14	1,615	225	44,710	110	508,350	810
Balt. & Ohio S. W. R. R.	110	240	...	8,181	...	5,852	4,700	20,955	2,640	798,700	80
Chicago & Alton.....	...	625	1	15,768	...	18,695	11,515	28,570	...	1,126,500	70
C., C. & St. Louis R. R.	995	980	7	8,495	...	2,695	1,763	11,755	15	1,894,000	154
Vandalia R. R.	785	2,983	1,999	1,999	2	6,975	8,230	16,430	15	1,131,500	146
Wabash R. R. (East).....	65	1,980	49	28,494	...	20,225	18,760	189,940	1,210	7,999,850	94
Toledo, St. Louis & Western R. R. ....	...	...	...	1,907	...	...	...	545	...	...	...
Chicago, Peoria & St. Louis R. R.	310	635	...	2,352	...	8,850	1,280	50,045	...	...	...
Chicago, Burl. & Quincy R. R. ....	...	1,050	...	1,587	...	27,505	5	120	...	...	...
St. Louis, Keokuk & Northwestern R. R.	...	6,715	16	1,585	285	46,495	60,780	111,755	285	...	13
Upper Mississippi River.....	400	1,025	...	802	...	4,900	6,785	5,355	...	...	10
Lower Mississippi River.....	427	6,327	...	268	40	5,760	9,785	9,225	...	1,600	12
Missouri River.....	20	550	...	...	15	190	815	660	...	...	...
Illinois River.....	...	835	...	24	...	425	490	252	...	...	...
Ohio, Cumberland and Tenn. Rivers...	20	80	...	1	22	854	95	...	...	...	...
Total by Rail and River.....	50,763	212,195	165	85,978	400	299,524	261,568	1,352,272	73,890	13,928,520	1,509

SHIPMENTS BY EACH RAILROAD AND RIVER FOR THE YEAR 1903—Concluded.

BY RAILROAD AND RIVER.	Tobacco, manufac'd lbs.	WHEAT.		Whisky & High- wines, bbls.	Wool, lbs.	White Lead, lbs.	Zinc and Spelter slabs.
		Sacks.	Bushels.				
Chicago & Alton R. R., Mo. Div.	182,188	....	....	6,087	....	415,725	688
Missouri Pacific	19,485,760	....	11,880	18,870	....	18,801,660	....
Wabash R. R. (West.)	9,028,440	....	8,845	21,880	88,500	1,214,600	....
St. L., K. C. & Col. R. R.	89,200	886	1,580	15,510	....	85,900	....
St. Louis & San Francisco R. R.	8,871,800	....	48,680	5,730	....	10,450,400	....
Missouri, Kansas & Texas R. R.	2,251,800	....	1,100	1,880	....	1,205,660	....
St. Louis Southwestern R. R.	1,813,508	....	728,680	5,675	900	511,860	....
St. Louis, Iron Mountain & Southern R. R.	4,005,620	377	2,580	8,665	1,140	5,068,985	56,475
St. Louis, Iron Mountain & Southern R. R. (Ill. Div.)	9,247,800	....	5,272,200	8,665	28,000	2,300	....
Illinois Central R. R.	281,470	....	1,153,065	170	4,885,815	7,622,900	....
Louisville, Henderson & St. Louis R. R.	881,800	900	5,488,985	1,900	11,500	1,175,265	....
Louisville & Nashville R. R.	12,800	....	2,872,815	80	....	686,760	....
Mobile & Ohio	812,885	....	2,612,625	1,275	....	14,500	....
Southern R. R.	8,783,880	....	283,900	1,970	8,952,500	707,810	1,545
Balt. & Ohio S. W.	2,083,125	1,215	38,910	....	600,800	1,914,800	817,170
Chicago & Alton	2,184,400	....	420,115	1,000	189,200	5,686,825	126,715
C. C. & St. L.	2,583,975	414	172,975	1,540	2,438,970	204,200	405,600
Valdalia	15,472,560	12	88,645	1,055	98,880	1,445,800	866,080
Wabash R. R. (East)	10,470,700	....	63,420	4,065	8,264,875	18,617,640	531,440
Toledo, St. Louis & Western R. R.	12,115,100	....	14,520	....	....	8,226,565	904,081
Chicago, Peoria & St. Louis R. R.	2,400	....	14,970	265	147,000	646,600	1,165
Chicago, Burlington & Quincy R. R.	9,444,280	....	87,970	855	87,800	146,800	580
St. Louis, Keokuk & Northwestern R. R.	86,725	....	675,570	18,110	788,980	8,652,965	....
Upper Mississippi River	104,270	8,946	1,724,220	1,287	....	1,943,685	....
Lower Mississippi River	8,760	20	....	1,985	1,500	868,875	....
Missouri River	2,260	....	....	88	....	10,600	....
Illinois River	8,180	81,855	....	208	....	208,060	....
Ohio, Cumberland and Tennessee River	....	....	....	86	....	14,750	....
Total by Rail and River	99,705,660	48,196	19,708,870	111,672	21,081,610	80,907,480	2,681,896

DECEASED, 1903.

BARRY, THOS. J.,	August 17th.
BARUTIO, B., JR.,	March 20th.
BERGMANN, B. C.,	July 22nd.
BLAKELY, JNO. W.,	June 16th.
BLOSSOM, C. D.,	July 28th.
BOHLE, LOUIS C.,	February 16th.
DUNHAM, JOHN S.,	June 27th.
GRUENSFELDER, LOUIS,	August 6th.
HEZEL, CHAS.,	April 14th.
HEZEL, MORRIS,	April 23rd.
HOAGLAND, WM. Y.,	August 24th.
HOWARD, L. J.,	April 5th.
HUDSON, JOHN,	September 16th.
KEHLOR, J. B. M.,	October 26th.
KNOBLAUCH, C. O.,	January 9th.
KRIECKHAUS, A.,	November 5th.
LEE, WM. H.,	May 23rd.
LUNGSTRAS, EUGENE,	March 19th.
MAXON, JOHN H.,	July 12th.
MCINTYRE, GEO.,	June 1st.
NEDDERHUT, A.,	July 25th.
NIESE, JULIUS,	January 13th.
NORTHROP, SANDFORD,	June 21st.
OVERALL, JOHN H.,	December 23rd.
PEPER, CHRISTIAN,	September 26th.
PIERCE, WM. B.,	December 5th.
POWELL, D. R.,	December 19th.
ROEDERER, F. X.,	October 9th.
SEETER, JOHN A.,	October 27th.
SMITH, DANIEL E.,	November 8th.
THAW, CHARLIE,	January 14th.
WOOSTER, R. L.,	January 21st.
WONDERLY, PETER,	October 27th.



MEMBERS

— OF THE —

Merchants' Exchange of St. Louis.

JANUARY 1st, 1904.

HONORARY MEMBERS.

MICHAEL MCENNIS,
D. J. HANCOCK,

D. P. ROWLAND,
GEORGE BAYHA.

NUMBER OF MEMBERS, 1,824.

Members are requested to examine with reference to their own name and address, and report to the Secretary if incorrect, also to inform him of any changes that occur in style of firm or business location.

Name.	Firm.	Business.	Location.
Abadie, E. S.	St. L. S. W. Ry.,	Com'l Agent.	909 Olive st.
Able, Sam. T.	R. G. Dun & Co.,	Mercantile Agency	314 Pine st.
Abraham, W. D.	W. D. Abraham & Co.,	Hay and Grain	East St. Louis, Ill.
Achenbach, Fred		Stock and Farming	Rockbridge, Ill.
Adams, C. M.	Waters Pierce Oil Co.,	Sec'y and Treas.	Bk. Commerce Bldg.
Adams, Geo. A.	G. A. Adams Grain Co.		Kansas City, Mo.
Adams, R. M.		Broker	101 N. Third st.
Adams, W. H.	Chas. A. Sweet Prov. Co.,	Butter, Cheese, etc.	401 N. Second st.
Aff, J. Geo., Jr.	F. W. Clemens Feed Co.		3357 Gravois ave.
Ahern, Albert M.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Ainsworth, Wm. G.	The St. Anthony	Elevator Co.	Minneapolis, Minn.
Akin, Thomas		Commission	203 Cham. of Com.
Albers, Clifford H.	C. H. Albers	Com. Co.	400 Cham. of Com.
Albers, C. H.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Albrecht, Victor	Eberle-Albrecht Flour	Co.	218 S. Main st.
Albrecht, H. S.	Schoellborn-Albrecht	Machine Company	416 N. Main st.
Alcock, W. H.	Broker in Grain,		12 Laclede Building.
Allen, Geo. L.	Fulton Iron Works,		Second and Carr sts.
Allen, George W.	E. St. L. Locomotive &	Machine Shop Co.	East St. Louis, Ill.
Allen, Edmund T.	E. T. & C. B. Allen,	Lawyers	Wainwright Building.
Allen, James H.	Allen-West Com. Co.,		104 S. Main st.
Allen, J. Oran	Morton & Co.,		509 Cham. of Commerce.
Allison, James W.		Glass Manf.	606 Security Building.
Alt, Henry		Deceased.	
Alzheimer, Benj.	Alzheimer & Rawlings,	Bonds and Stocks.	215 N. Fourth st.
Ambs, Joseph B.			3228 Caroline st.
Ames, Henry			Hotel Beers.
Anderson, W. B.	Nanson Com. Co.,		202 Chamber of Commerce.
Anderson, J. F.	Georgia Railway, G. W. Agent.		308 Cham. of Com.

Name.	Firm.	Business.	Location.
Anderson, Lorenzo E.	Mercantile Trust Co.		Eighth and Locust st.
Annan, Roger P.	Annan, Burg & Co.	Commission.	117 Cham. of Com.
Annan, Roger P., Jr.	Annan, Burg & Co.		117 Cham. of Com.
Arbuckle, James.	Jas. Arbuckle & Sons,	Investment Securities.	110 N. 4th st.
Aroher, W. B.		Broker	Merchants' Exchange.
Arnold, Henry	Jno. G. Haas Soap Co.	Soap	5020 Benedict st.
Arp, Eggert	Eggert Arp & Co.		812 S. Third st.
Ashcraft, E. B.	Blue Ridge Despatch.		100 N. Fourth st.
Atkinson, Robt.	Robt. Atkinson & Co.	Commission	308 N. Main st.
Aufderheide, A. G.	F. W. Aufderheide	Commission Co.	22 S. Commercial st.
Aufderheide, Walter.	F. W. Aufderheide	Commission Co.	22 S. Commercial st.
Backer, Henry			1808 S. Fourteenth st.
Backer, Mathias		Deceased	
Backer, George H.	Venice Transportation Co		Lincoln Trust Bldg.
Bacon, Cary H.	Sherry-Bacon Grain Co.		213 Chamber Commerce.
Bacon, Edward P.	E. P. Bacon & Co., Grain	and Com.	17 C. of C., Milwaukee.
Baer, Bernard	Bernard Baer & Co.	Produce and Prov.	1432 N. Broadway.
Bagnell, Wm.	The Bagnell Timber Co.		Equitable Bldg.
Bain, Walter	Chas. L. Crane & Co.	Insurance	Century Bldg.
Baird, J. C.	D. P. Byrne & Co.	Commission.	318 Cham. of Com.
Baird, W. J.	Connery Com. Co.		511 Cham. of Com.
Baker, Allen	Allen Baker & Co.	Brokers	706 Security Building.
Baker, F. M.	The Greenleaf-Baker	Grain Co	Atchison, Kas.
Baker, Jno. F.			4360 St. Louis ave.
Baker, I. G.			411 Olive st.
Baker, E.	Baker, Paton & Co.	Cotton	414 Granite Bldg.
Ballard, Chas. T.	Ballard & Ballard Co.	Millers and Grain	Louisville, Ky.
Ballard, T. R.	Ballard, Messmore & Co.	Commission	520 Chamb. of Com.
Ballard, J. O.	Ballard, Messmore & Co.	Commission	520 Cham. of Com.
Baltz, Fred L.	Millstadt Milling Co.		Millstadt, Ill.
Bannerman, Jas.	Meyer, Bannerman & Co.	Saddlery	616 N. Sixth st.
Barcoo, Thomas			Nameokl, Ill.
Bardenheier, John		Wines and Liquors.	312 Market st.
Barklage, Louis	Wernse & Dieckman,	Brokers	317 N. Fourth st.
Barnard, Geo. D.	Geo. D. Barnard & Co.	Stationers	Vandeventer & Laclede.
Barnes, Chas. W.	Real Estate.		216 Wainwright Bldg.
Barnes, E. H.		Hotel Beers, Grand ave. & Olive.	
Barnes, Seth S.		Grain.	New Madrid, Mo.
Barnhart, Wm. R.	Barnhart Mer. Co.	Fancy Groceries.	518 N. Second st.
Barnidge, Aug. J.	Chas. E. Prunty,	Clerk	7 and 9 S. Main st.
Barr, Henry C.	Witherspoon & Barr Co.	Millers	Princeton, Ind.
Barret, Arthur B.	St. Louis Com. Co.		315 N. Main st.
Barrett, John F.			7 Bd. of Trade Court, Chicago.
Barron, Chas. B.	Barron & Wilson,	Grain Samplers	423 Rialto Bldg.
Barry, Thos. J.		Deceased	
Barstow, Chas. W.		Mfg. Agent	515 Locust st.
Bartlett, Edwin L.	Bartlett Com. Co.		505 Chamber of Commerce.
Bartlett, Ozro Z.	L. Bartlett & Son Co.	Com.	23 Cham. Com., Milwaukee.
Bascom, Jos. D.	Broderick & Bascom	Rope Co.	808 N. Main st.
Bascome, Western.	West'n Bascome & Co.	Insurance Agent.	725 Century Bldg.
Batdorf, W. L.	W. L. Batdorf & Co.	Flour and Feed.	Belleville, Ill.
Bates, A. C.	Mississippi Valley Elevator	& Grain Co.	Foot of Madison st.
Bates, Charles F.	Merchants Exp. Co.		614 S. Sixth st.
Battalle, L. A.	American Ex. Bank.	Cashier.	207 N. Broadway.
Bauer, A. H.	Bauer Bros.	Brokers	312 N. Fourth st.
Baur, Andrew	Baur Flour Co.		807 N. Second st.
Baulch, John J.	Wiggins Ferry Co.	Manager.	916 Security Building.
Bayrd, E. A.	Matthew Addy & Co.	Iron Com.	Commonwealth Tr. Bldg.
Baxter, Theo. P.	Pratt, Baxter Gr. Co.		Taylorville, Ill.

Name.	Firm.	Business.	Location.
Bay, Mansfield C.	Connery Com. Co.	Commission	511 Cham. of Com.
Beardsley, C. F.	Picker & Beardsley,	Commission	118 N. Main st.
Beauvais, E. A.	Brosseau & Co.,	Com.	67 Board of Trade, Chicago.
Beck, Henry W.		Feed and Seed Store	20th and Pine.
Beck, Harry G.	H. W. Beck & Sons Feed & Seed Co.		5701 Manchester rd.
Becker, Bontle A.	Payne & Becker,	Brokers	112 N. Fourth st.
Becker, Edward C.			3112 Cass ave.
Becker, Conrad	C. Becker,	Miller	Red Bud, Ill.
Becker, Hugo	J. G. Haas Soap Co.,	Soap	5020 Benedict ave.
Becker, Herman C.	C. Becker,	Milling	Red Bud, Ill.
Beckmann, Adolph G.		Commission	905 N. Fourth st.
Beckmann, Geo. H.	Eggers Milling Co.,	Teamster	Elighth and Clark ave.
Beckmann, W. E.	Bakers, and	Confectioners' Supplies	10 S. Second.
Beer, H. M.		Broker	507 Security Building.
Belmes, Frederick H.	Every Day Coffee	Co.	3125 N. Twenty-third st.
Bell, Nich. M.	Peper Tobacco	Warehouse Co.	1112 Market st.
Bell, James G.	J. G. Bell & Co.,	Commission	304 N. Commercial st.
Bell, James W.	Mercantile Trust Co.		721 Locust st.
Belz, J. H.	J. H. Belz & Co.,	Pork Dealers	3601 S. Broadway.
Bemis, Stephen A.	Bemis Bros. Bag Co.,	Bags	601 S. Fourth st.
Bemis, Judson S.	Bemis Bros. Bag Co.,		601 S. Fourth st.
Bendick, John H.		Grocer	6939 Scanlan ave.
Bennett, Joseph H.		Real Estate	Sullivan, Mo.
Bennett, M. H.	Calumet Grain Com. Co.		69 Gay Bldg.
Berg, W. G.	Nicholas Berg & Son,	Insurance	406 Market st.
Berger, Harry	Berger-Crittenden Co.,	Grain	Milwaukee, Wis.
Bergmann, Conrad	C. Bergmann	Feed Co.	2775 Chouteau ave.
Bergmann, B. C.		Deceased	
Bergmann, Robt. J.	C. Bergmann	Feed Co.	2713 Chouteau ave.
Bernet, Christian	Bernet, Craft & Kauffman	Milling Co.	305 Cham. Com.
Bernheimer, Marcus	Marcus Bernheimer	Mill. and Merc. Co.	208 N. Fourth st.
Berry, H. J.	W. L. Green	Commission Co.	62 Laclede Bldg.
Bethmann, Robt.	St. Louis Brew. Assn.		East St. Louis, Ill.
Betts, John			204 Commonwealth Tr. Bldg.
Betts, R. A.	Fidelity S. & P. & M. Co.		1005 Pine st.
Bevis, Alfred		Deceased	
Biedenstein, Henry		Grocery	1208 S. Broadway.
Bieger, Adolph		Curled Hair, etc.	27 Ferry st.
Biekert, John E.	J. M. Biekert Com. Co.		930 N. Third st.
Bieser, Fred			2200 N. Second st.
Bilbro, H. B.	F. P. Brockman Grain Co.		315 Chesnut st.
Billingsley, O. W.		Student	3118 Laclede ave.
Billon, Guy P.	Billon-Crandall-McGeary B. & S. Co.	Commonwealth Tr. Co. Bldg	
Bird, S. M.	Harroun Elevator Co.,	Grain	Kansas City, Mo.
Bittner, Jacob		Real Estate	5226 Ridge ave.
Bixby, W. K.	Mo. Car & Foundry Co.,		Lincoln Trust Building.
Blakely, Walter J.	St. Louis Sanitary Co.,		3958 Missouri ave.
Blanke, Detlef J.		Insurance Agent	415 Locust st.
Blankenship, H.	Connery Commission Co.		511 Cham. Com.
Blaufuss, Wm			2854 Henrietta st.
Block, David, Jr.			3855 Pine st.
Block, Gus			4056A Laclede ave.
Block, Wm. A.			1804 Warren st.
Blossom, Dwight B.	Merchants' Ins. Co.		937 Century Bldg.
Blossom, H. M.	H. M. Blossom & Co. Agency Co.,	Insurance	Century Bldg.
Blossom, H. A.	H. M. Blossom & Co. Agency Co.,	Insurance	Century Bldg.
Blow, C. W.	American Linseed Co.,		Sixteenth and Clark ave.
Bodman, Luther W.	Milmine, Bodman & Co.,	Com.	5 Bd. of Trade, Chicago
Boeck, Geo. H.	Adam Boeck & Co.,	Real Estate	622 Chestnut st.
Bofinger, John N.			846 Century Bldg.
Bogard, John J.		Real Estate	3632 S. Broadway.
Bohle, Frank G.	Haase & Bohle	Carriage Co.	1800 Pine st.
Bohle, Louis C.		Deceased	
Bohnenkamp, John	Buehler Cooperage	Co.	2517A S. Jefferson ave.
Boisselier, Chas. L.		Farmer	Gumbo, Mo.

MEMBERS OF THE

Name.	Firm.	Business.	Location.
Boisselle, R. W.	.....	Accountant	704 Mo. Trust Bldg.
Boland, J. L.	J. L. Boland Book and	Stationery Co.	Fourth and Vine sts.
Bollin, A. B.	A. Bollin & Co.,	Insurance	606 Marion st.
Bonsack, F. C.	.....	Architect	602 Columbia Building.
Boschert, R. O.	.....	.....	3711 Cass ave.
Bosler, Seba	.....	Real Estate	Clayton, Mo.
Bostick, R. H.	Jas. M. Houston	Grocer Co.	800 Spruce st.
Bowman, Th	.....	.....	114 N. Fourth st.
Bowman, Ch	.....	.....	Second and Cass ave.
Boyd, Charle	.....	.....	2030 Clark ave.
Boyd, Wm. C.	.....	.....	325 Locust st.
Boyle, W. F.	Boyle, Priest & Lehmann,	Attorneys	Laclede Building.
Bradley, G. F.	Douglas, W. A. Gardner & Co.	.....	317 Chamber of Commerce.
Bradley, H.	T. ....	.....	124 Rialto Bldg.
Bradshaw, T.	Thos. J. ....	.....	111 N. Third st.
Brady, Hug	n J.	Brady & McGroarty,	115 S. Eleventh st.
Brady, Geo.	.....	Braun-Lang Com. Co.,	204 N. Third st.
Braun, Jose	ph L.	P. P. Williams Gr. Co.,	Commission
Braun, Jose	W.	Campbell Glass and	Paint Co.
Bray, Wm.	.....	Wm. Gray & Co.,	Commission
Bray, J. P.	.....	Wabash-Lackawanna Desp.,	Agent
Brecht, G. A.	V.	Gus. V. Brecht	Butchers' Supply Co.
Breck, L. C.	F. W.	G. H. Kemper &	Co., Feed
Breck, J. H.	.....	Flour	and Grain Com.
Breck, J. H.	.....	Rosedale Hay & Grain Co.	.....
Breck, J. H.	Edwin T. Chouteau Ave. Ice &	.....	Hodimont and Cates aves.
Brennan, J.	H. C.	Cold Storage	2108 Chouteau ave.
Brennan, J.	Wallace	Brennan Real	Brewer
Brennan, J.	Martin J.	United Elev. & Grain	Estate Co.
Brickey, S. H.	.....	.....	816 Chestnut st.
Bridge, Geo.	Smith	Bridge & Leonard,	Co.,
Brinck, Wirth, Louis	.....	.....	516 Chamber of Commerce.
Brinckmeyer, E. H.	.....	Brinckmeyer-Meyer	801 Chamber of Commerce.
Brinson, H. L.	.....	Brinson-Waggoner Grain	Com.
Brinson, L. B.	.....	.....	62 Board of Trade, Chicago.
Brinson, L. B.	Arthur	Brinson-Waggoner	.....
Broekman, F. W.	F. W.	F. W. Broekman Com.	.....
Broekmann, Fred P.	F. P.	F. P. Broekmann	.....
Broekmeier, F. C.	.....	Engelke & Feiner	.....
Broekmeier, J. C.	.....	Broekmeier & Co.,	.....
Broderick, John J.	.....	Broderick-Bascom	.....
Brodhack, Joseph H.	.....	.....	.....
Broeder, Henry	.....	.....	.....
Broeder, Geo. H.	.....	Hy. Broeder & Sons,	.....
Broeg, Louis	.....	Siemers & Chisholm,	.....
Brolaski, Harry W.	.....	World's Fair Transp.	.....
Bronson, E. P.	.....	Star & Crescent Milling	.....
Brookings, Robt. S.	Sam'l Cupples Wooden	.....	.....
Brooks, Benjamin W.	.....	.....	.....
Brooks, Elgin S.	Brooks-Goodfellow Shoe	.....	.....
Brown, C. M.	Lehigh & Wabash Desp.	.....	.....
Brown, Geo. A.	.....	.....	.....
Brown, L. W.	Jno. Wahl Commission	.....	.....
Brown, James I.	White W. S. & N. P. Lines,	.....	.....
Brown, Alex. H.	Brown Stook & Bond Co.	.....	.....
Browne, H. M.	.....	Morton & Co.,	.....
Bruck, Henry	.....	New Era Gro. Co.,	.....
Brueckmann, Jno. G.	Picker & Beardsley,	.....	.....
Brunenmann, Ernst	.....	.....	.....
Brundage, S. P.	.....	.....	.....
Bryden, Alex. A.	.....	Bryden & Co.,	.....
Buck, W. T.	.....	Grain, etc.	.....
Buckland, Jos. A.	Jos. A. Buckland & Co.,	Commission	.....
Buehler, Henry, Jr.	Buehler-Cooney Cons.	.....	.....
Bull, Wm.	.....	Fire Insurance	.....

Name.	Firm.	Business.	Location.
Bullitt, C. M.	Bullitt & Co.	Grain	Louisville, Ky.
Bulte, Henry J.	Bulte Com. Co.	Flour	12 S. Main st.
Bumann, E. F.		Grain	Bunker Hill, Mo.
Bunton, C. M.			
Burbridge, C. T.		Broker	Merchants' Exchange.
Burdeau, J. P.	St. L. & Miss. Val. Tr. Co.	Freight Agent	103 N. Third st.
Burdeau, Chas. P.	Thyson Com. Co.		105 N. Third st.
Burg, Henry	Annan, Burg & Co.	Flour Commission	117 Cham. Com.
Burg, Philip	Philip Burg Grocer Co.		1250 S. Broadway.
Burg, William		Iron and Steel	117 N. Third st.
Burnet, Halsted	Beattie Mfg. Co.		2206 Pine st.
Burr, Chas. P.	Chas. P. Burr & Co.	Commission	324 Rialto Building.
Burrus, D. N.	Burrus Bros.	Grain	Miami, Mo.
Busch, Adolphus	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi.
Busch, Aug. A.	Anheuser-Busch B. Assn.	V. P.	Ninth and Pestalozzi sts.
Buschman, E. L.	Modern Mfg. Co.		Eighth and Spruce sts.
Buschman, A. H.	Buschman-Mueller Com. Co.		115 Cham. of Com.
Buschman, F. W.	Buschman-Mueller Com. Co.		115 N. Third st.
Bushnell, D. I.	D. I. Bushnell & Co.	Grain and Seeds	109 N. Second st.
Buss, John B.	J. B. Buss,	Mills	8325 Franklin ave.
Butler, W. C.	W. C. Butler & Son,	Insurance	844 Century Building.
Butler, Edward	Ed. Butler & Son,	Horseshoer	15 S. Tenth st.
Bycroft, Henry F.		Miller	Gillespie, Ill.
Byrne, Daniel P.	Dan'l P. Byrne & Co.		318 Chamber of Commerce.
Byrne, Frank T.	Grand Trunk Railway,	Agent	15 Laeode Building.

Cabell, Ashley		Attorney-at-Law	506 Olive st.
Cady, L. Bertram	L. Bertram Cady Co.	Tailors	421 Olive st.
Caffrey, Frank B.			1121 N. Compton ave.
Cahill, James G.		Bond and Stock Broker	411 Olive st.
Cain, P. R.	Gilmore & Ruhl,	Clothiers	Eighth and Lucas.
Campbell, Geo. A.	The Cleveland-Akron	Bag Co.	101 N. Third st.
Campbell, Given	Campbell & Thompson,	Lawyers	70 Equitable Bldg.
Campbell, James		Bonds and Stock	218 N. Fourth st.
Campfield, Chas. H.		Insurance	921 Century Bldg.
Campion, Geo. H.	Counselman & Co.	Grain	211 1/2 Cham. Com.
Cantrell, James G.	Seaboard Air Line	R. E.	194 Laeode Bldg.
Canby, Caleb H.	C. H. Canby & Co.	Gr. Brokers	8 Bd. of T., Chicago.
Capen, Sam. D.	Geo. D. Capen & Co.	Insurance	949 Century Building.
Capen, Geo. H.	Geo. D. Capen & Co.	Insurance	949 Century Building.
Carkener, George S.	Goffe, Lucas & Carkener,	Grain	Kansas City, Mo.
Carleton, Murray	Carleton Dry Goods Co.		900 Washington ave.
Carlisle, David		Feed and Grain	125 Market st.
Carlisle, Sam S.	Carlisle Grain Co.		415 Cham. of Com.
Carpenter, W. M.	Bryant & Stratton	Com. Col. (Pres.)	Century Bldg.
Carpenter, Geo. O.	National Lead Co.	Manager	Tenth st. and Clark ave.
Carpenter, Jas. M.	J. M. Carpenter & Co.	Real Estate Agents	825 Chestnut st.
Carpenter, Jas. M., Jr.	Jas. M. Carpenter & Co.	Real Estate	825 Chestnut st.
Carr, Alfred C.	Carr Bros.	Insurance	204 N. Third st.
Carr, Charles Y.	Carr Bros.	Fire Insurance	204 N. Third st.
Carr, Peyton T.	United Elev. & Grain Co.	President	516 Cham. of Com.
Carr, W. O.	Erle Despatch,	Cont'g Agent	102 N. Fourth st.
Carrington, Wm. T.	Bartlett, Frazier & Carrington,	Commission,	6 Sherman st., Chicago, Ills.
Carroll, C. C.	Carroll Insurance Agency Co.		846 Century Bldg.
Carroll, John F.	J. F. Carroll & Co.	Liquors	318 Cham. Com.
Carroll, James F.		Grain	Greenville, Ills.
Carruthers, Geo. F.	Mound City Hay Warehouse Co.		Main and Clinton sts.
Carruthers, W. W.	Eureka Mills Co.		Gratiot st. and Theresa ave.

MEMBERS OF THE

Nam	Firm.	Business.	Location.
Cartan, L.	L. V. Cartan & Co.,	Real Estate	1006 Chestnut st
Cartan, C.	T. W. Carter & Co.,	Broker	114 N. Fourth st
Cartan, L.	T. W. Carter & Co.,	Broker	114 N. Fourth st
Cartan, T.	T. W. Carter & Co.,	Commission	114 N. Fourth st
Cass, E. S.	C. H. Albers Com. Co.,	Commission	400 Cham. of Com.
Cass, E. S.	L. & N. R. R.,	Cont'g Agent	206 N. Broadway
Cassidy, A.	Cassidy Bros., Live	Stock Com. Co., Nat. Yds., E St. L., Ill.	105 N. Fourth st., Quincy, Ill.
Cassidy, J.	The Cassidy Com. Co.		107 Gay Bldg.
Cassidy, J.	Cochrane Grain Co.		Century Bldg.
Cassidy, J.	Parkview R. & I. Co.		716 Chestnut st
Cassidy, J.	Cavender & Thompson,	Real Estate	900 Security Building.
Cassidy, J.		Capitalist	St. Charles ave., N. O.
Cassidy, J.		Seed Inspector	316 N. Commercial st.
Cassidy, J.	Wm F.		7 N. Second st.
Cassidy, J.	F. B. Chamberlain	Commission	515 Cham. of Com.
Cassidy, J.	E. C. Chamberlain & Co.,	Publishers	2940 Locust st.
Cassidy, J.	Jas. H. Chambers & Co.,	General Agent	206 N. Broadway.
Cassidy, J.	L. & N. R. R.,		411 Olive st.
Cassidy, J.	The General Accident Assn.		209 Market st.
Cassidy, J.	A. J. Child & Son,	Commission	300 Cham. of Com.
Cassidy, J.	Slemers & Chisholm,	Grain Co.	213 Cham. Com.
Cassidy, J.	Sherry-Bacon		923 Security Bldg.
Cassidy, J.	Wiggins Ferry Co.		910 Security Building.
Cassidy, J.	Wiggins Ferry Co.		182 Laclede Building.
Cassidy, J.	Benj. W. Clark Grocer	Co.	307 N. Second st.
Cassidy, J.	Benj. W. Clark Grocer	Co.	307 N. Second st.
Cassidy, J.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Cassidy, J.	Tully & Clark,	Architect & Eng'n'r	415 Locust st.
Cassidy, J.	Clark Bros.,	Feed	East St. Louis, Ill.
Cassidy, J.	R. Cleary Com. Co.,		508 Chamber of Commerce.
Cassidy, J.	F. W. Clemens Feed Co.,	Feed	3357 Gravois ave.
Cassidy, J.	Edgar Zinc Co.		5015 Fairmount ave.
Cassidy, J.	Nanson Com. Co.		619 Security Building.
Cassidy, J.	Cochrane Grain Co.		202 Chamber of Commerce.
Cassidy, J.			107 Gay Bldg.
Cassidy, J.			317 Cham. of Com.
Cassidy, J.	Glencoe Lime & Cement	Co.	1400-A Old Manchester Road.
Cassidy, J.	Cochrane Grain	Co.	107 Gay Bldg.
Cassidy, J.	Cochrane Grain Co.		107 Gay Bldg.
Cassidy, J.			117 N. Third st.
Cassidy, J.		Grain.	Jerseyville, Ill.
Cassidy, J.		Broker.	520 Cham. of Com.
Cassidy, J.	Hunter Bros.,	Flour and Feed	60 Gay Bldg.
Cassidy, J.		Deceased.	
Cassidy, J.	Nathan Cole Inv'stm't Co.,	President.	722 Jaccard Bldg.
Cassidy, J.	Jno. Jackson Inv't. Co.,	President.	51 Gay Bldg.
Cassidy, J.	H. C. Cole Milling Co.,	Miller	Chester, Ill.
Cassidy, J.	H. C. Cole Milling Co.,		Chester, Ill.
Cassidy, J.	H. C. Coleman Com. Co.,		508 Cham. of Commerce.
Cassidy, J.	Whitaker & Co.,	Brokers.	300 N. Fourth st.
Cassidy, J.	Whitaker & Co.,	Brokers.	300 N. Fourth st.
Cassidy, J.	Martin Collins, Son &	Co., Insurance.	365 Century Bldg.
Cassidy, J.	Martin Collins, Son &	Co., Insurance.	365 Century Bldg.
Cassidy, J.		Real Estate.	Edwardsville, Ill.
Cassidy, J.	Physician.		3401 Washington ave.
Cassidy, J.	Connery Commission Co.		511 Cham. Com.
Cassidy, J.	Connor Bros. & Co.,	Commission	Gay Building.
Cassidy, J.	Connor Bros. & Co.,	Commission	Gay Building.
Cassidy, J.	Connor Bros. & Co.,	Commission	Gay Building.
Cassidy, J.	Connor Bros. & Co.,	Commission	Gay Bldg.
Cassidy, J.	Connor Bros. & Co.,	Grain	Gay Building.
Cassidy, J.	Lee Line Steamers,	Superintendent.	Foot of Olive st.
Cassidy, J.	Donk Bros. Coal &	Coke Co.	814 N. Fourth st.

Name.	Firm.	Business.	Location.
Conzelman, Theophilus...	Crunden-Martin	Woodenware Co.....	301 S. Main st.
Cook, Douglas G.....	American Wine Co.,		3021 Cass ave.
Cooke, Michael			4215 Cook ave.
Coon, D. F.....			Fort Scott, Kas.
Coquard, L. A.....		Banker and Broker.	302 Rialto Bldg.
Cordes, D.....	D. Cordes & Co.,	Flour and Feed.....	1928 S. Twelfth st.
Cordes, Henry H.....	Camp Spring Mill Co.		Nashville, Ill.
Cordes, W. H.....	D. Cordes & Co.,	Flour and Feed.....	1928 S. Twelfth st.
Cornelius, N. B.....	Cornelius Mill Furnishing	Co.....	1119 N. Sixth st.
Corneli, Adolph.....	Schisler-Corneli Seed	Co.....	813 N. Fourth st.
Corneli, Ben P.....	Schisler-Corneli Seed	Co.....	813 N. Fourth st.
Cornet, Edward.....	Cornet Bros.,	Grocers.....	18th and O'Fallon sts.
Cornet, Henry A.....	Cornet Bros.,	Grocers.....	1239 N. Thirteenth st.
Cottingham, Clive.....	Harroun Elevator Co.		103 N. Third st.
Cottrill, Geo. F.....	Green's Car Wheel Mfg.	Co.....	3018 N. Broadway.
Coudrey, Harry M.....	H. M. Coudrey & Co.,	Insurance	946 Century Bldg.
Cowgill, Frank S.....	Trans-Mississippi Grain	Co.....	Omaha, Neb.
Cox, Albert.....	Brinson-Waggoner Grain Co.,		208 Cham. Com.
Cox, Charles A.....	Cox & Gordon,	Pork Packers	1019 S. Third st.
Coyle, B. H.....	Hoosac Tunnel Line,	Agent.....	204 Railway Exchange.
Coyle, James F.....	Coyle & Sargent,	Wholesale Silks.....	1121 Washington ave.
Craft, Henry G.....	Bernet, Craft & Kauffman	Milling Co.....	305 Cham. Com.
Cramer, G.....	G. Cramer Dry Plate Works,		Shenandoah and Lemp ave.
Crawford, G. L.....	J. E. Crawford & Son,	Stocks and Bonds.....	421 Olive st.
Crawford, S. W.....	S. W. Crawford & Co.,	Lumber	DeSoto, Mo.
Crews, Thos. B.....	Probate Judge,		Court House.
Crothers, John C.....	The McPheeters	Warehouse Co.....	1104 N. Levee.
Crone, C. C.....		Real Estate.....	3302 N. Broadway.
Cullen, Allen H.....	St. Louis Hay	Exchange.....	720 S. Theresa ave.
Cullen, Michael J.....	Cullen & Kelly,	Livery	2735 Cass ave.
Cummiskey, Jas.....		Commission	321 N. Fourth st.
Cunningham, C. A.....	Markham & Co.,	Insurance.....	906 Century Bldg.
Cunningham, Dickson.....			5830 Etzell ave.
Cunningham, Edw. M.....			5830 Etzell ave.
Cunningham, P. J.....	Cunningham Bros.	Woolen Co.....	Tenth and Locust sts.
Cupples, Sam'l.....	Sam'l Cupples Wood &	Willowware Co.....	7th and Spruce sts.
Currie, Frank.....	Farmers' Elevator Co.		Clarksville, Mo.
Currie, W. I.....	Jno. A. Warren & Co.		416 Cham. Com.

Daggett, Geo. H.....	Geo. H. Daggett & Co.,	Grain.....	Minneapolis, Minn.
Daly, C. L.....	Swift & Co.,	Packers.....	National Stock Yards, Ill.
Daly, E. F.....	Calumet Grain Com. Co.		69 Gay Bldg.
Dameron, Ed C.....			Clarksville, Mo.
Damon, Charles P.....		Farmer.....	88 Laclède Bldg.
Dana, George D.....	Charter Oak Stove &	Range Co., Sec'y.....	1440 N. Main st.
Danforth, W. H.....	Robinson-Danforth Co.,		Eighth and Gratiot sts.
Daniels, Geo. C.....	Nelson, Morris & Co.,	Packers.....	1008 S. Fourth st.
Darnielle, J. T.....	Parrott-Day Co.,	Commission	407 Cham. of Com.
Daub, H. W.....	Schreiner-Flack Grain Co.,	Commission.....	118 N. Fourth st.
Daugherty, John W.....	J. W. Daugherty &	Co.....	Rialto Bldg.
Davidson, J. K.....	J. K. Davidson Com. Co.,	Grain.....	9 Laclède Bldg.
Davis, Geo. H.....	Ernst-Davis Grain Co.		Kansas City, Mo.
Davis, John David.....		Lawyer.....	421 Olive st.
Davis, Thos. W.....	St. L. Market Rep'r Co.,	Reporter.....	216 Market st.
Davis, C. R. H.....	Royal Investment Co.,	Real Estate	Lincoln Trust Bldg.
Day, E. R.....	Parrott-Day Co.,	Commission	407 Cham. of Com.
Dayton, C. A.....	C. A. Dayton Grain Co.		Kansas City, Mo.
Dayton, C. S.....	Dayton-Pease Co.,	Grain.....	102 Gay Bldg.
Dayton, R. A.....	Dayton-Pease Co.,	Grain.....	102 Gay Bldg.

Name.	Firm.	Business.	Location.
Dean, Chas. L.	Ludlow-Saylor Wire Co.,		190 S. Fourth st.
Dean, Wm. B.		4422 Westminster place.	
Dean, Murry	Dean, Mill Co.,	Flour.	Ava, Ill.
Dehner, Adolph		Retired.	3010 Victor st.
Deibel, Albert L.	St. Louis Hay & Grain	Co.	310 Cham. of Com.
Deibel, Fred	Anchor Flour	and Feed Co.	22nd & Morgan sta.
Deibel, Louis P.	Anchor Flour	and Feed Co.	22nd & Morgan sta.
Deisfield, Wallace	Deisfield & Snow,	Insurance	850 Century Bldg.
Delaney, John O'F.		Real Estate	825 Chestnut st.
DeLore, C. P.	Mo. Forage Supply Co.		426 Theresa ave.
Dennis, C. C.	C. J. Dennis & Co.,	Commission	1011 N. Third st.
Dennis, John M.	Louis Mueller Co.,	Exporters	Baltimore, Md.
Denniston, U. R.	Spencer & Denniston,	Commission	Chicago, Ill.
Denton, W.	Denton Bros.,	Grain	Leavenworth, Kas.
DePew, Ray L.	Mobile & Ohio R. R.,	Cont. Agt	Fullerton Bldg.
Desloge, F.	Desloge Lead Co.,		108 N. Fourth st.
Denvir, John B.	Hayden Sad'y H.	W. Co.	512 N. Main st.
Devoy, Edward	Devoy & Feuerborn,	Coal & Coke Co.	315 N. Seventh st.
Diamant, Henry A.	St. Louis Commission	Co.	315 N. Main st.
Dick, Joseph B.	Hy. Sayers & Co.,	Commission	410 Cham. Com.
Dickson, Joseph		Lawyer	Mo. Trust Building.
Dickinson, Albert	The A. Dickinson Co.,	Seeds. W. Taylor & River sts.,	Chicago.
Dickinson, W. C.	F. W. Goeke & Co.,	Commission	22 N. Second st.
Dickinson, Chas.		Seeds. W. Taylor & River sts.,	Chicago.
Dieckman, H. H.	Henry Dieckman,	Feed...	1611 S. Ninth st.
Diekmann, Joseph F.	Sheriff,		Court House.
Dieckman, John H.	Wernse & Dieckman,	B'nk'rs and Brokers	317 N. Fourth st.
Diekmann, Joseph Jos. H.	Diekmann & Co.,	Flour and Feed	1210 Biddle st.
Dimmitt, Pope			Shelbina, Mo.
Dines, W. C.	W. C. Dines & Co.,	Fire Ins.	510 Pine st.
Dippold, Martin	The Farmers Milling	Co.	Edwardsville, Ill.
Doan, Geo. P., Jr.	Ford & Doan,	Merchandise Broker	421 S. Seventh st.
Dodd, Sam'l M.	Mo. Edison Co.,	President	415 Locust st.
Doddridge, W. B.		Railway Expert	2035 Park ave.
Dodson, Joseph		Grain Dealer	Shipman, Ill.
Dodson, J. W.	The Dodson-Braun Mfg.	Co.	Third and Cedar sts.
Doggett, Lewis C.	N. K. Fairbank Co.,	Lard Refiners	Chicago.
Donaldson, A. R.	Donaldson Bond	Stock Co	318 N. Fourth st.
Donaldson, John W.	Donaldson Bond	Stock Co	318 N. Fourth st.
Donaldson, Wm. R.		Attorney	207 Temple Bldg.
Donk, E. C.	Donk Bros. Coal & Coke Co.,	Coal Dealers	314 N. Fourth st.
Donnewald, G. H.	Kerens-Donnewald	Coal and Coke Co.	421 Olive st.
Donovan, Frank X.	D. E. Smith & Co.,	Commission	114 N. Fourth st.
Donzelot, Eugene	E. Donzelot & Son,	Commission	16 S. Main st.
Donzelot, E. F.	E. Donzelot & Son,	Commission	16 S. Main st.
Dormitzer, Jos		Real Estate	104 N. Ninth st.
Dower, John	Brooklyn Street Elevator,		Brooklyn and Commercial sts.
Dreyer, Eugene C.	Hunter Bros.,	Flour and Feed	Gay Bldg.
Drown, P. S.	Miss. & O. Riv. Pilots' So.,	Secretary	110 N. Fourth st.
Drummond, H. I.	Drummond	R. & I. Co	404 Carleton Bldg.
Drummond, James T, Jr.	Drummond	R. & I. Co	404 Carleton Bldg.
Drummond, John N., Jr.	John N. Drummond, Jr. & Co.		400 N. Fourth st.
Dudley, S. S.	Kanawha Dispatch,	Agent	206 Rialto Bldg.
Duff, N. A.	Duff Grain Co.		Nebraska City, Neb.
Duffy, Jos. A.	J. A. Duffy & Co.,	Real Estate	813 Chestnut st.
Duing, Herman	Duing & Shomaker,	Hay and Grain	814 Clark ave.
Dula, R. B.	Continental Tobacco Co.		Tower Grove & Folsom ave.
DuPont, A. B.	St. Louis Transit Co.	2nd Vice-President	3869 Park ave.
Dunmire, Carroll E.	Swift & Co.,	Pork Packers	Nat'l St'k Yds, Ill.
Dunn, Thos.	Thos. Dunn Loan, Storage	and Mer. Co.	912 Franklin ave.
Dye, James Wm	St. Louis Hay & Grain	Co.	310 Chamber of Commerce.
Dyer, E. H.	Mound City Paint &	Color Co	811 N. Sixth st.

Name.	Firm.	Business.	Location.
Eakin, Chas.		Grain Broker	411 Cham. of Com.
Eaton, A. F.	Eaton, McClellan & Co.	Commission	19 N. Main st.
Eaton, Chas. D.	Springfield Fire & Marine	Ins. Co., Insurance.	949 Century Bldg.
Eddy, A. M.	Eddy & Eddy,	Manufacturing	Main and Market.
Edenborn, Wm.	U. S. Steel Corporation		71 Broadway, New York.
Edwards, B. F.	Nat'l Bank of Com.	Cashier	Broadway and Olive.
Edwards, Geo. L.	A. G. Edwards & Son	Brokerage Co.	412 Olive st.
Edwards, W. J.	N., C. & St. L. Ry.	Com'l Agt.	Bank of Com. Bldg.
Eggers, H. B.	Eggers Milling Co.	Millers	Eighth and Clark ave.
Eggers, F. W.	Eggers Milling Co.	Millers	Eighth and Clark ave.
Eggers, Henry B., Jr.	Eggers Milling Co.		Eighth and Clark ave.
Ehlerrmann, Chas.	Chas. Ehlerrmann Hop	and Malt Co.	22d st. and Scott ave.
Eichler, Frank E.	Modern Miller,		Gay Bldg.
Einstein, Wm.		Mining Operator.	320 Security Bldg.
Eiseman, B.	Rice, Stix Dry Goods Co.		Tenth and Washington ave.
Eisenmayer, P. H., Jr.	So. Ill. Elevator	Milling Co.	Murphysboro, Ill.
Elliman, T. L.	D. R. Francis & Bro.	Commission Co.	214 N. Fourth st
Elliot, H.	Elliot Frog & Switch Co.		East St. Louis, Ill.
Elliot, S. Lee	Missouri Commission Co.		22 N. Fourth st.
Ellis, Wm. C.	Kehler Flour Mills Co.	Milling	401 Chamber of Commerce.
Elmore, V. C.		Grain	Ashland, Ill.
Ely, Arch F.		Grain	Jerseyville, Ill.
Engel, L. F.			4323 Forest Park Biv.
Engel, Wm.		Teamster	2901 Wisconsin ave.
Engelke, Fred.	New Baden Milling Co.		New Baden, Ill.
Eno, E. Bates.			Silver City, N. M.
Eppelsheimer, Frank.	Fischer Flour Co.		200 Market st.
Essmueller, Fred.	Essmueller M. F. Co.	Millwrights	605 S. Sixth st.
Espenschied, Chas.			3500 Washington ave.
Euston, Alex.	Collier Shot Tower Works,		Security Building.
Evans, C. O.	Evans Bros.	Tobacco & W. H. Co.	16th & Poplar st.
Evans, J. W.	N. Y. Life Ins. Co.	Agent.	Seventh and Olive sts.
Everingham, Henry D.		Grain	Fort Madison, Iowa.
Everingham, Lyman	L. Everingham & Co.	Com.	80 Bd. of Trade, Chicago.
Evers, John	Teichmann Commission Co.		62 Gay Bldg.
Evill, Burton K.		Hay and Grain	421 S. Theresa ave.
Evill, Jno. H.	J. H. Evill Grain Co.	Hay and Grain	506 S. Theresa ave.
Ewald, L. P.	Ewald Iron Co.	Iron, etc.	941 N. Second st.
Ewing, James F.	J. F. Ewing Salt Co.		314 Chamber of Commerce.
Ewing, W. K.	Morton & Co.		509 Chamber of Commerce.
Eyster, W. C.	W. C. Eyster,	Commission	311 Chestnut st.

Faithorn, H. G.	Lehigh Valley Despatch,	Agent	305 Carleton Bldg.
Farley, J. H.		Commission	Fourth and Chestnut.
Farmer, W. W.	Washburn-Crosby Co.	Flour	222 Granite Bldg.
Farrelly, Thos. F.		Real Estate	312 Chestnut st.
Faulkner, Wm. R., Jr.	Secretary to Chief of Police		Four Courts.
Faust, A. E.	Faust & Sons Oyster Co.	President	Broadway and Elm st.
Faust, Edward A.	Anheuser-Busch Brew.	Assn.	Ninth and Pestalozzi sts.
Fay, Emory	F. C. Taylor & Co.	Commission	204 N. Main st.
Fears, John C.	Illinois Central	Elevators	New Orleans, La.
Feiner, Eugene J.	Engelke & Feiner	Milling Co.	316 S. Broadway.
Feiner, Frank	Engelke & Feiner,	Milling Co.	316 S. Broadway.
Feldbusch, Herman		Teamster	2108 Blair ave.
Felkel, E. E.	Missouri Commission Co.		22 N. Fourth st.
Felker, T. A.		Banker	Vienna, Mo.
Ferguson, Hugh	Hugh Ferguson & Co.	Provision Brokers.	101 N. Third st.
Ferguson, D. K.	Mechanics Bank,		Fourth and Pine sts.
Feuerbacher, F. W.	F. W. Feuerbacher	& Co., Malster.	2705 S. Broadway.
Field, John T.			132 Laclede Building.
Figueiredo, A. de	St. L. Transfer Co.	Ass't Manager	400 S. Broadway.

Name.	Firm.	Business.	Location.
Filley, Chauncey I.			2700 Lawton ave.
Filley, John D.	St. Louis-Union Trust Co.		Fourth and Locust sts.
Finkenbinder, J. S.	St. Louis-Huntington	Oil Co.	3534 Washington ave.
Flnty, Thos.		Grain.	Xenia, Ill.
Fischer, John C.	Fischer Flour Co.		4 N. Main st.
Fischer, Louis F.	Chas. Tiedeman Mill. Co.		O'Fallon, Ill.
Fisher, Geo. K.	Altheimer & Rawlings	Brokers.	215 N. Fourth st.
Fisher, John A.	J. A. Fisher & Co.	Hay.	1825 Rutger st.
Fisher, S. J.	Fisher & Co.	Real Estate.	714 Chestnut st.
Fisher, Geo. D.	G. D. Fisher & Co.	Real Estate.	216 Wainwright Bldg.
Fisse, Wm. E.		Attorney.	320 Rialto Building.
Flach, Joseph.	New Athens Milling Co.		New Athens, Ill.
Flebbe, Hermann.	Western Candy and	Bakers' Supply Co.	216 S. Third st.
Fleming, Thos. H. B.	O'Connor & Co.	Market Reporter.	216 Market st.
Flesh, Edw. M.	C. H. Albers Com. Co.		400 Chamber of Commerce.
Flynn, Wm. C.			1220 Goodfellow ave.
Foell, Christian.			3106 Illinois ave.
Foell, Henry.	Foell & Co.	Commission.	123 Market st.
Foot, E. L.			300 N. Fourth st.
Forrester, R. L.	V. C. Tice & Co.		71 Gay Bldg.
Forster, August F.			1438 E. Grand ave.
Forster, Otto E.		Physician.	520 N. Garrison ave.
Forster, C. Marquard.	St. L. Brew'g Assn.		809 S. Sixth st.
Foskett, Arthur I.	Foskett-Kissner Feed	Co.	4525 N. Broadway.
Fouke, Phil. B.	Funsten Bros. & Co.	Commission.	109 N. Main st.
Fowler, Edwin.		Deceased.	
Fox, John W.	C. P. & St. L. R. R.	Com'l Agent.	Houser Building.
Fraley, M.	Moses Fraley & Co.	Insurance.	910 Century Bldg.
Francis, David R.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, D. R., Jr.	Francis Bro. & Co.	Stocks and Grain.	214 N. Fourth st.
Francis, T. H.	D. R. Francis & Bro.	Com. Co.	214 N. Fourth st.
Francis, J. D. Perry.	Francis Bro. & Co.	Stocks and Bonds.	214 N. Fourth st.
Franciscus, J. M., Jr.	Moffitt & Franciscus.	Real Estate.	703 Chestnut st.
Frank, John F.		Grain.	Okawville, Ill.
Frank, Max.	Frank & Wohlgenuth,	Horses and Mules.	3029 Glasgow Pl.
Frank, Nathan.	Star Publishing Co.		Ninth and Olive sts.
Franklin, Jos.	Wm. Barr Dry Goods Co.	Dry Goods.	Sixth and Olive st.
Franklin, Spencer.		Broker.	1129 Channing ave.
Frederick, A. H.		Real Estate.	612 Chestnut st.
Freeborn, Charles S.			1746 Mississippi ave.
Fresch, Chas. M.	Young & Fresch Grain	Co.	413 Cham. of Com.
Freund, L.	Freund Bro. Bread Co.		913 Souland st.
Friedman, B.			723 Chestnut st.
Fritschle, Robert.		Grocer.	5000 Gravois ave.
Fruin, Jeremiah.	Fruin-Colnon Con.	Co., Contractors.	127 Laeclde Bldg.
Fry, J. F.	Brown, Fry & Co.	Live Stock.	Nat'l Stock Yards, Ill.
Fuchs, Arnold.	Fuchs & Nieman.		822 N. Fourth st.
Funk, Joseph P.	J. P. Funk & Co.	Tallow, etc.	914 N. Main st.
Funsten, R. E.	R. E. Funsten Dried Fruit	& Nut Co.	300 N. Commercial.
Funsten, Wm. F.	Funsten Bros. & Co.	Commission.	109 N. Main st.
Fusz, F. D.	Regina Flour Mill Co.		601 S. Main st.
Fusz, Louis.	Regina Flour Mills		601 S. Main st.
Fusz, Eugene A.	Regina Flour Mill Co.		601 S. Main st.
Fusz, Paul A.			422 Security Building.
Fyffe, Wm. J.	Fyffe Bros. & Co.	Commission.	50 B. of T., Chicago.

Gaiennie, Frank.			5440 Maple ave.
Galbreath, G. W.	Third National Bank,	Cashier.	417 Olive st.
Gale, Chas. B.	Gale & White,	Com. Produce Exchange,	New York.
Gandolfo, John B.	Gandolfo-Ghio	Mfg. Co.	104 S. Eighth st.
Gannett, Jno. M.			114 N. Fourth st.

Name.	Firm.	Business.	Location.
Gardner, R. E.	Banner Buggy Co.,	.....	Broadway and Chouteau ave.
Gardner, Wm. A.	W. A. Gardner & Co.,	Commission.	317 Chamber of Com.
Garneau, James W.	Krey Packing Co.,	.....	Twenty-first and Bremen ave.
Garneau, Pierre A.	Krey Packing Co.,	Pork Packers.	2100 Bremen ave.
Garrels, G. W.	Franklin Bank,	Banking.	Fourth and Morgan sts.
Garrett, Walter L.	Garrett-Kennedy Grain	Co.	.....
Garrison, O. L.	Big Muddy Coal &	Iron Co.	912 Wainwright Bldg.
Garvey, Lawrence.	L. Garvey & Co.,	Produce and Com.	1412 N. Broadway.
Gasser, Emil.	M. M. McKeen & Co.,	.....	6 N. Second st.
Gatch, Elias S.	Granby Mining and	S. Co.	Mermod & Jaccard Bldg.
Gaupel, Henry J.	.....	.....	1724 Longfellow blv.
Gaus, H., Jr.	Henry Gaus & Sons,	Box Factory.	Main and Madison sts.
Gays, H. K.	Jackson Bros. & Co.	.....	400 Cham. Com.
Gebhardt, Geo. E.	Geo. E. Gebhardt &	Bro., Grocer.	7830 Ivory ave.
Geddes, John.	A. Geddes & Co.,	Merchants.	Royal Ins. Bldg., Chicago.
Geissmann, Otto.	Highland Milling Co.,	Flour.	.....
Geraghty, John E.	Chapin & Co.,	Mill Feed.	119 N. Third st.
Gerber, Charles.	Gerber Fruit Co.,	.....	910 N. Third st.
Gerdes, Charles B.	Chas. B. Gerdes & Co.,	Grain.	East St. Louis, Ill.
Gerhart, P. G.	.....	.....	3640 Washington ave.
Gerhart, Frank H.	F. H. & C. B. Gerhart	Real Estate Co.	Wainwright Bldg.
Gerlach, W.	.....	Insurance.	6 N. Third st.
Gessler, Emil W.	E. W. Gessler & Co.,	Commission.	300 Cham. of Com.
Gessler, E. A.	Gessler & Kraussnick,	Broker.	411 Olive st.
Gettys, James M.	W. P. Gettys & Son	Provision Co.	113 N. Main st.
Gettys, Thos. B.	W. P. Gettys & Son	Provision Co.	118 N. Main st.
Gfeller, Alfred.	.....	Lawyer.	426 Roe Bldg.
Ghieslin, Horace.	United Elev. & Grain	Co.	516 Cham. of Commerce.
Ghio, James C.	Barada-Ghio R. E. Co.	.....	1001 Chestnut st.
Giesecke, Otto.	Chas. Ehlerman Hop and	Malt Co.	Twenty-second and Scott.
Gieselman, F. H.	Chris. Sharp Com. Co.,	.....	202 N. Main st.
Giesler, John F.	John F. Giesler & Bro.,	Feed.	1831 Franklin ave.
Gifford, Isaac C.	C. E. Gifford & Co.,	Grain.	225 Rialto Bldg., Chicago.
Gill, Felton D.	F. D. Gill & Co.,	Grain.	33 Gay Bldg.
Gillett, Chas. W.	Gillett & Denniston,	Grain.	181 LaSalle st., Chicago.
Gillham, F. C.	Alton Packing Co.,	Pork Packers.	.....
Gillis, John G.	Picker & Beardsley,	Commission.	118 N. Main st.
Gilmartin, Jas. J.	Mo. State Grain Insp.	.....	Equitable Bldg.
Gilmartin, P. J.	Linebarger & Gilmartin,	Brokers.	12 Laclede Bldg.
Gintz, Adam.	St. Clair Vinegar Co.	.....	Belleville, Ill.
Ginocchio, D.	Ginocchio Bros. & Co.,	Fruits.	713 N. Third st.
Giraldin, Chas. E.	Giraldin Bros. & Cates,	Real Estate.	110 N. Eighth st.
Givens, Jos. W.	.....	.....	Rialto Bldg.
Glaser, Carl S.	Jos. Glaser & Son,	Brokers.	317 Olive st.
Glaser, Joseph.	Joseph Glaser & Son,	Brokers.	317 Olive st.
Goddard, G. F.	E. Goddard Flour Co.	.....	1801 S. Second st.
Goddard, J. H.	E. Goddard Flour Co.	.....	1801 S. Second st.
Goebel, Fritz.	F. Goebel & Sons,	Wholesale Grocers.	27-29 S. Second st.
Goeke, Fred'k W.	F. W. Goeke & Co.,	Commission.	22 N. Second st.
Goerger, G. A.	Wm. Goerger Malting Co.,	.....	1701 Singleton ave.
Goerts, August.	Germania Life Ins. Co.,	.....	306 Colonial Trust Bldg.
Goetz, Victor.	.....	Millers' Agent.	219 Market st.
Goldman, J. D.	Adler, Goldman Com. Co.,	Cotton Factors.	112 S. Main st.
Goodall, John R.	W. H. Markham & Son,	Insurance.	906 Century Building.
Goodnow, Frank.	Miss. Valley Elev. &	Grain Co.	Levee and Madison st.
Gordon, Samuel.	Cox & Gordon	Provisions.	1019 S. Third st.
Gordan, Thos. P.	.....	Grain.	Bd. of T. Bldg., St. Joseph, Mo.
Gore, W. S.	DuQuoin Mill Co.,	.....	DuQuoin, Ill.
Grafeman, Wm.	Grafeman Dairy Co.	.....	2020 Franklin ave.
Graham, Ben B.	Graham Paper Co.	.....	Second and Olive sts.
Graham, G. L.	G. L. Graham & Co.,	Com.	301 Chamber of Commerce.
Graham, Robt. S.	G. L. Graham & Co.,	Commission.	301 Cham. of Com.
Grant, W. D.	W. D. Grant Pkg. Co.,	Pork Packer.	.....
Grant, Chas. A.	W. D. Grant Pkg. Co.,	Pork Packer.	3826 Garfield ave.
Grant, Alex D.	.....	Broker.	Commonwealth Tr. Bldg.

Name.	Firm.	Business.	Location.
Grasmuck, Wm	Wabash Elevator,	Grain	Second and Biddle sta.
Gratz, Benj., Jr.	Warren, Jones & Gratz,	Bagging.	102 Rialto Building.
Graves, Oswald	Sidney C. Love & Co.,		207 Chamber of Commerce.
Graves, W. W.	National Biscuit Co.,		205 LaSalle st., Chicago, Ill.
Gray, Clarence Edwin	Karrick, Gray &	Williams, Grain	B. of T., Chicago
Gray, Melvin L.	Lawyer		508 Chestnut st.
Green, Francis X.	The Chas. Green Real	Estate Co	720 Chestnut st.
Green, H. H.	Green Car-Wheel Mfg. Co.,	President.	3018 N. Broadway.
Green, Chas.	Chas. Green Real Est. Co.,		720 Chestnut st.
Green, James	Laclede Fire Brick Mfg.	Co.	Manchester and Sulphur ave.
Green, W. L., Jr.	Burlington Elevator,		64 Laclede Bldg.
Greer, Robert C.	Greer-Anderson	Realty Co.	719 Chestnut st.
Gregg, Norris B.	Mound City Pt. & Col. Co.,	Paints and Oils.	811 N. Sixth st.
Gregg, W. H., Jr.	Monnd City Pt. & Col. Co.,	Paints and Oils.	811 N. Sixth st.
Gregory, James A.			5408 Maple ave.
Greve, Henry	John Wahl Com. Co.,		2 S. Main st.
Grier, J. P.			
Grier, R. C.		Attorney	802 Missouri Trust Bldg.
Griesedieck, Paul H.	H. Griesedieck Malting Co.		1134 S. Twelfth st.
Griesedieck, Bernard	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sta.
Griesedieck, Joseph	Nat'l. Brew'y Co.,		Eighteenth and Gratiot sta.
Griesedieck, Henry C.	Consumers Brewing Co.		1900 Shenandoah st.
Griesedieck, Henry, Jr.	Nat'l. Brew'y Co.,	Br'wrs.	Eighteenth and Gratiot sta.
Griesedieck, H. L.	H. L. Griesedieck Distilling Co.,	Liquors.	715 N. Sixth st.
Griesedieck, Frank	H. Griesedieck & Co.,	Malster	1110 Park ave.
Grimm, T.			312 S. Fourth st.
Grimes, I. C.		County Sheriff.	Huntsville, Mo.
Grimm, Henry J.	Grimm & Co.		132 Cham. Com.
Grone, Ed.	Grone & Co.,	Soda	18 S. Eleventh st.
Grone, Herman	Grone & Co.,	Soda Water	18 S. Eleventh st.
Grone, John G.	H. Grone Brewing Co.,	Brewery	2219 Clark ave.
Gronemeyer, C. L.			2551 Clark ave.
Grosshelder, Aug. F.		Hay and Grain	2317 Easton ave.
Grubbs, H. B.	Columbia Biscuit Co.		Fourteenth and Papin sts.
Gruensfelder, Louis		Deceased	
Gruet, John P.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Guerdan, N.	Guerdan Hat Co.		Broadway and Walnut st.

Haarstick, Hy. C.	St. L. & Miss. Val. Tr. Co.,	President.	108 N. Third st.
Haarstick, Wm. T.	St. L. & Miss. Val. Tr. Co.,	Vice-President.	108 N. Third st.
Haddaway, W. S.	Consolidated Coal Co.,		Laclede Building.
Haering, John		Teamster	2016 S. Ninth st.
Haering, John Jacob		Teamster	2016 S. Ninth st.
Haeussler, Herman A.	H. A. & H. H. Haeussler,	Lawyer.	34 Laclede Bldg.
Hagerman, James		Attorney	606 Wainwright Building.
Hainsworth, Jonas			1236 Armstrong ave.
Haley, Claude E.	D. I. Bushnell & Co.,	Seeds.	109 N. Second st.
Hall, Chas. E.	Langenberg Bros. & Co.,	Commission	417 Cham. of Com.
Hall, Edward P.	Nanson Com. Co.		202 Cham. Com.
Hall, Geo. H.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, John E.	John E. Hall Com. Co.		418 Chamber of Commerce.
Hall, Louis T.	Nanson Commission Co.		202 Chamber of Commerce.
Hall, Marshall	W. L. Green Com. Co.		62 Laclede Building.
Hallet, F. A.	Hallet & Co.,	Grain	Minneapolis, Minn.
Halliday, H. E.	H. L. Halliday Mfg. Co.,		Cairo, Ill.
Hamilton, Alexander	Gartside Coal Co.,	Coal	1121 Pine st.
Hammer, L. F.	Hammer Dry Plate Co.,		Ohio ave. and Miami st.
Handlan, A. H.	Handlan Buck Mfg. Co.,	Railroad Supplies.	210 N. Third st.
Hanebrink, C. J.	Sessinghaus Milling Co.,	President.	Ninth & N. Market st.

Name.	Firm.	Business.	Location.
Hannigan, K. B.	Southern Ry.		100 N. Fourth st.
Hanson, C. T.	P. B. Mathiason Mfg. Co.		5310 N. Second st.
Hanson, P. M.	Nat'l Enam. & Stamp'g Co.	Traffic Mngr.	2nd st. and Cass ave.
Hardy, Geo. S.	Morgan-Hardy Grain Co.		Union City, Tenn.
Harig, Albert J.	Annan, Burg & Co.		117 N. Third st.
Harrington, Charles M.	The Van Dusen-Harrington Co.		Minneapolis, Minn.
Harris, Benj.	B. Harris & Co.	Wool.	Second and Walnut st.
Harrison, W. B.	W. B. Harrison Grain Co.	Hay and Grain.	53 Gay Building.
Harroun, A. L.	Harroun Commission Co.		Kansas City, Mo.
Harroun, A. M.	Harroun Elevator Co.		405 Rialto Bldg., Chicago.
Harroun, W. H.	Harroun Elevator Co.		103 N. Third st.
Harstick, J. C.	Excelsior Brewery.	Teamster.	5 S. Seventeenth st.
Hart, Edward S.	R. P. Studley & Co.	Printing.	513 Market st.
Hartmann, Ernst.	E. Hartmann Hide &	Leather Co.	1905 Shenandoah ave.
Hartmann, Rudolph.	R. Hartmann & Co.	Commission.	14 S. Second st.
Hartman, John.		Merchant Tailor.	612 N. Broadway.
Hartnett, Jos. P.	L. M. Rumsey Mfg. Co.		810 N. Second st.
Hartzell, S. S.	Hartzell Light &	Milling Co.	Poplar Bluff, Mo.
Harvey, Geo. Jr.	P. M. Brunner Granitoid Co.		211 Odd Fellows' Bldg.
Harvey, R. S.			Eldon, Mo.
Hattersley, F.	F. Hattersley Bro. & Co.		205 Pine st.
Hattersley, Jos.	F. Hattersley Bro. & Co.		205 Pine st.
Hauptmann, Peter.	Peter Hauptmann &	Co., Tobacco.	513 N. Third st.
Havlin, John.			Gay Building.
Hawes, Harry B.		Lawyer.	810 Lincoln Trust Bldg.
Hawken, Wm. H.	Jno. Jackson Investment Co.		51 Gay Building.
Hayden, T. F.	Hayden Slate Co.		2008 Locust st.
Haynes, Delos R.	Haynes Bros.	Real Estate.	403 Mo. Trust Building.
Haynes, W. J.	Front Rank Steel	Furnace Co.	23rd & Lucas ave.
Hazard, Wm. P.	Monarch Rubber Co.	Vice-Pres't.	Bittner & Kenrick sts.
Healey, E. S.	Glencoe Lime & Cement Co.		1400-A Old Manchester rd.
Heath, A. J.	A. J. Heath & Co.	Commission.	804 N. Commercial st.
Heege, Albert.		Grocer.	Clayton, Mo.
Heege, Theodore.		Grocer.	Kirkwood, Mo.
Heger, Frederick.	Heger & Seiferth,	Game, etc.	122 N. Main st.
Helurischmeyer, Henry.		Feed.	6830 S. Broadway.
Heintz, Emil.	Franklin Mut. Ins. Co.		720 N. Fourth st.
Heltzeberg, Chas. L.	Beaumont Inv. Co.		301 Wainwright Bldg.
Helein, Geo. A.		Cooperage.	419 S. Fourteenth st.
Helery, M. F.		Retail Liquors.	112 N. Third st.
Hellman, A. M.	A. M. Hellman & Co.	Wholesale Liquors.	508 N. Second st.
Hellman, Chas.	Hellman-Godlove	Mer. Co.	120 N. Main st.
Helm, Louis.		Commission.	322 Pine st.
Heltzell, D. S.	H. C. Coleman Com. Co.		508 Cham. Com.
Heltzell, Harry Dallas.	Geo. J. Schulte &	Co., Commission.	507 Cham. Com.
Heman, Fred.		Deceased.	
Heman, G. A.		Hay and Grain.	1221 N. Jefferson av.
Heman, John C.	Heman Construction Co.		108½ N. Eighth st.
Hemenway, Wm. D.	Peugnet &	Hemenway, Ins.	902 Century Bldg.
Hendee, S. A.	S. A. Hendee & Co.	Grain.	Bushnell, Ill.
Henry, Frank R.	St. Louis Transit Co.	Auditor.	3869 Park ave.
Henseler, F. F.	Drayage Transfer Co.		10 Bridge Approach.
Henson, Mark.	County Supt. of Schools.		Granite City, Ill.
Henze, F. W.	Old Rock Bakery Co.	Baker.	417 Lucas ave.
Herf, O.	Herf & Frerichs Chemical Co.		4528 S. Broadway.
Hesse, Ludwig.	Kehlor Flour Mills Co.		401 Cham. Com.
Hewit, O.		Commission.	1823 Cora Place.
Heydt, John B.	Heydt Bakery Co.		1611 Biddle st.
Heyman, Wm.	Laekawana Line,	Agent.	105 Ry. Exchange.
Hezel, Charles.		Deceased.	
Hezel, Charles, Jr.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, E. T.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Frank.	Hezel Milling Co.		East St. Louis, Ill.
Hezel, Moris.		Deceased.	
Hickey, Dewey A.	Traube Pittman,	Broker.	208 Rialto Bldg.

Name.	Firm.	Business.	Location.
Hickman, W. T.		Deceased	
Hilke, Christoph.		Flour and Feed	3749 N. Broadway.
Hilke, Christ H.	Christ Hilke,	Feed.	3747 N. Broadway.
Hill, Ewing	Western Advertising Co.		306 Century Building.
Hill, Wm. T.	J. H. Teasdale	Commission Co	100 N. Fourth st.
Hill, G. W.			215 Cham. Com.
Hill, Walker	American Ex. Bank,	President.	207 N. Broadway.
Hilliar, W. T.	Erie Dispatch,		162 N. Fourthst.
Hinchman, J. G.		Prov'n Inspector.	22 S. Commercialst.
Hindman, James H.		Farmer	Rockwood, Ill.
Hirsch, I. C.	Cal. Hirsch & Sons	Iron & Rail Co.	Wells Bldg.
Hirschberg, F. D.	F. D. Hirschberg & Bro.,	Insurance.	123 N. Third st.
Hitchcock, Henry.		Deceased	
Hitchcock, E. A.	Secretary of the Interior,		Washington, D. C.
Hobart, B. F.	Cherokee-Lanyan Spelter	Co.	Springfield, Mo.
Hodge, James	The Paddock-Hodge Co.		Toledo, Ohio.
Hodgman, E. M.	J. E. Crawford & Son,	Stock Brokers.	421 Olive st.
Hodgkins, Elbert	Kehler Flour Mills Co.,	Flour.	402 Chamber of Commerce.
Hoffmann, August	Hoffman Heading &	Stave Co., Coopers.	Dexter, Mo.
Hoffman, Geo. E.	Merchants' Laclede Nat.	Bk., Cashier	Fourth and Olive st.
Hofman, Louis.			3007 Rauschenbach ave.
Hofmann, F. W.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hofmann, E. G.	Hofmann Bros. Pro. Co.,	Prod. Com	700 N. Second st.
Hogan, C. C.	McReynolds & Co.,	Grain	820 Security Bldg.
Hogenmiller, John A.	Hogenmiller Com.	Co.	714 N. Third st.
Holbrook, Walter J.	Holbrook-Blackwelder	R. Est. Trust Co.	107 N. Seventh st.
Holland, Geo. H.		Deceased	
Holland, James F.	Annan-Burg & Co.		117 N. Third st.
Holliday, Joseph G.		Attorney-at-Law	52 Laclede Bldg.
Holliday, Omar	Fulton Bag & Burlap Co.		612 S. Seventh st.
Hollmann, Julius	Cairo Milling Co.		Cairo, Ill.
Holmes, Jesse H.	H. & L. Chase Bag Co.		18 N. Main st.
Holtzclaw, Frank			Hannibal, Mo.
Hopkins, James			Security Bldg.
Hopplus, Herman F.	Mullen & Hopplus	Painting Co	114 Olive st.
Horn, Benjamin F.		Cooperage	E. St. Louis, Ill.
Horn, Benj. F., Jr.	Benj. F. Horn,	Cooperage	Mo. ave. E. St. Louis, Ill.
Horn, Chas. W.	Benj. F. Horn,	Cooperage	Mo. ave. E. St. Louis, Ill.
Hornor, E. P.	Allen-West Com. Co.,		104 S. Main st.
Hornsby, Joseph L.		Attorney	520 Rialto Bldg.
Hospes, Richard	Ger. Sav. Institution,	Cashier	Fourth and Pine st.
Houghtlin, D. M., Jr.	Wiggins Ferry Co.		923 Security Bldg.
House, Richard J.		Hay and Grain	Kansas City
Howard, F. F.	W. P. Howard & Co.,	Commission	414 N. Commercial st.
Howard, J. J.	W. P. Howard & Co.,	Commission	406 N. Levee.
Howard, L. J.		Deceased	
Howard, John W.		Liquors	307 N. Garrison ave.
Hoyt, E. R.	Hoyt Metal Co.,	Secretary.	4153 Clayton ave.
Hubbard, Robt. M.	Hubbard & Moffitt,	Commission Co	323 Pine st.
Hudson, H. Newton	Hoyt Metal Co.		4153 Clayton ave.
Hudson, Wm. A.	Hudson Bros. Com. Co.,	Commission	212 N. Second st.
Hudson, John		Deceased	
Huff, C. H.	C. H. Huff & Co.,	Machinery	Twelfth and Papin st.
Hug, Henry	Laclede Hay & Grain Co.		110 So. Jefferson ave.
Hull, Wm. L.			520 Cham. of Com.
Hundley, J. H.		Grain Broker	133 Cham. Com.
Hunicke, John	St. Louis Brewing Assn.		Seventh and Chestnut st.
Hunn, Eugene F.	C. H. Canby & Co.,		Chamber of Commerce.
Hunter, E. O.	Hunter Bros. Milling Co.		60 Gay Bldg.
Hunter, Henry	Chris. Sharp Com. Co.,		202 N. Main st.
Huppert, W. E.	Klausman Brewery Co.	Book-keeper	3639 S. Broadway.
Hussmann, Henry	G. Ziebold & Son,		Red Bud, Ill.
Husted, Edward C.	St. Joe Lead Co.,		166 Laclede Building.
Hutchinson, R. B.	Mechanics' Bank,	President	Fourth and Pine st.

Name.	Firm.	Business.	Location.
Hutchinson, Jas...	Jas. Hutchinson & Sons,	Sugar Brokers ..	712 Spruce st.
Huttig, C. H.....	Third National Bank,	President.....	417 Olive st.

Ichtertz, Geo. J.....	W. A. Gardner & Co.,	Commission.....	817 Cham. Com.
Imbs, Joseph F.....	J. F. Imbs Milling Co.		67 Gay Bldg.
Imbs, Al. V.....	J. F. Imbs Milling Co.		67 Gay Bldg.
Immer, E. B.....		Grain.....	1101 N. Grand ave.
Ismert, Joseph...	Pinckneyville Milling Co.		Pinckneyville, Ill.

Jameson, Francis A.....	Chapin & Co.,	Millfeed.....	119 N. Third st.
Jannopoulos, D.....	Mo. Tent & Awning Co.,	Tents.....	102 N. Second st.
Jasper, Louis A.....	Jasper & Sellmeyer,	Commission.....	835 N. Third st.
Jennings, A. M.....	Printing Telegraph	News Co.....	307 Cham. Com.
Jenkins, B. C.....		Broker.....	Bank of Commerce Bldg.
Johnson, Albert S.....	Terminal R. R. Assn.		Twelfth and Poplar sts.
Johnson, F. N.....			500 Cham. of Com.
Johnson, M. B.....	T. E. Price & Co.,	Commission.....	111 N. Third st.
Johnston, George S.....	Johnston T. F. & Met.	Co., Tin Foil Manuf.	6020 S. Broadway.
Johnston, Wm. C.....	Donk Bros.,	Coal & Coke Co.....	814 N. Fourth st.
Jones, Breck.....	Miss. Valley Trust Co.,	2d V.-P & Counsel.....	201 N. Fourth st.
Jones Charles, Jr.....			Labadie, Mo.
Jones, Louis J.....	Chapin & Co.,	Mill Feed.....	119 N. Third st.
Jones, C. Norman.....	St. Louis Brewing Assn.		702 Wainwright Building.
Jones, Ezekiel.....	Jones-Pope Produce Co.,	Commission.....	917 N. Fourth st.
Jones, Geo. P.....	Geo. P. Jones & Co.,	Oil.....	704 N. Main st.
Jones, Vincent M.....	John Mullally Com. Co.		405 Chamber of Commerce.
Judson, F. N.....	Judson & Green,	Lawyers.....	500 Rialto Building.
Judd, W. D.....	Columbia Elevator,		506 Chamber of Commerce.

Kachler, E.....	Interstate Despatch,	Agent.....	305 Houser Building.
Kaiser, Henry.....	John G. Kaiser & Co.,	Grocers.....	901 Franklin ave.
Kaiser, Jacob.....	Jacob Kaiser & Co.,	Manufacturers.....	Third and Elm sts.
Kalb, C. R.....	G. O. Kalb & Son,	Insurance.....	957 Century Bldg.
Karns, W. H.....	J. R. Lucas & Co.,	Commission.....	Gay Bldg.
Karrick, Henry L.....	Henry Karrick Co.,	Grain.....	20 C. of C., Minneapolis.
Karst, Eugene.....	U. S. Trust Co.		Broadway and Locust st.
Kassuba, Walter L.....	Kassuba Com. Co.		Milwaukee, Wis.
Kauffman, H. M.....	G. H. Walker & Co.,	Broker.....	307 N. Fourth st.
Kauffman, John W.....			Kings Highway and Lindell Blv.
Kauffman, F. E.....	Bernet, Kraft & Kauffman	Milling Co.....	305 Cham. Com.
Kaune, Wm. G.....	Kerens-Donewald Coal	Co.....	Worden, Ill.
Kavanaugh, W. K.....	Wiggins Ferry Co.,	President.....	918 Security Bldg.
Keeble, W. B.....	Senter Commission Co.,	Commission.....	25 S. Third st.
Keheler, P. F.....		Investments.....	813 Olive st.
Kehoe, C. J.....	F. D. Hirschberg & Bro.,	Insurance.....	123 N. Third st.
Kehlor, D. M.....			3000 Pine st.
Kehlor, J. B. M.....		Deceased.....	
Keiffeln, John M.....	Consolidated Coal Co.,	Superintendent...	Foot of Locust st.
Keirsey, W. H.....	C. H. Albers Com. Co.,		400 Chamber of Commerce.
Keiser, C. J.....	Keiser Bros. Milling Co.	Flour.....	Mt. Olive, Ill.
Keiser, Robert H.....		Real Estate.....	417 Pine st.
Kelly, K. M.....	Liberty Mills,		Nashville, Tenn.
Kemper, Wm. T.....	Wm. T. Kemper Elev.	Co.....	Kansas City, Mo.

Name.	Firm.	Business.	Location.
Kennard, Sam. M.	Kennard & Sons Carpet Co.,	Carpets.	Fourth and Washington
Kennedy, Maxwell	Kennedy Grain Co.		520 Cham. of Com.
Kennedy, Samuel G.		Insurance	657 Century Building.
Kennett, Wm. P.	D. A. Francis & Bro.	Com. Co.	214 N. Fourth st.
Kenney, Grant W.	Grant W. Kenney Grain Co.,	Commission	Kansas City, Mo.
Kent, H. V.	Kent & Purdy Palut Co.		701 N. Second st.
Kerens, Vincent	Kerens-Donnewall Coal Co.		Rialto Bldg.
Kern, Chas.	Union Biscuit Co.		Sixth and Carr sts.
Kerr, J. H.	American Refrigerator Transit Co.		410 Century Bldg.
Ketchum, Horace F.	Langenberg Bros. & Co.		417 Chamber of Commerce.
Keyes, S. P.		Livery	1100 St. Ange ave.
Kidston, James	James Kidston & Co.	Com'n	625 Rialto Bldg., Chicago.
Kiely, P. M.	P. M. Kiely & Co.	Commission	914 N. Third st.
King, Goodman	Mermod & Jaccard	Jewelry Co.	Broadway and Louost st.
King, Lawrence L.		Fire Insurance	835 Century Bldg.
King, Wm. J. 2nd	Mass. Mutual Life,	Manager	Century Bldg.
Kingsland, L. D.	Kingsland Mfg. Co.		1521 N. Eleventh st.
Kingsland, Geo.	Central Union Brass Co.		Eleventh and Mullanphy sts.
Kinsella, James	Kinsella & Co.	City Weighers	22 S. Commercial st.
Kinsella, Wm. J.	Hanley & Kinsella Coffee	and Spice Co.	715 Spruce st.
Kissner, John	Foskett & Kissner,	Feed	4323 N. Broadway.
Klausing, Aug. F.		Groceries and Feed	5034 N. Broadway.
Klauber, John	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klauber, Daniel	A. Klauber & Sons Iron	& Metal Co.	511 S. Fourth st.
Klein, Jacob	Klein & Hough,	Attorneys	902 Rialto Bldg.
Klein, Jno. S.	Nulsen-Klein-Krausse Mfg.	Co., Dry Paints.	Sidney st. and Levee.
Klenk, Charles	A. Laux & Son Pork	Packing Co.	Russell and DeKalb st.
Knapp, W. E.	Jno. E. Hall Com. Co.		418 Cham. Com.
Knebel, L.	L. Knebel & Co.,	Grain and Lumber	Pierron, Ill.
Knebel, Lorenzo D.	Lester Kneeland & Co.,		
	Grain and Stock Brokers		219 LaSalle st., Chicago.
Knehans, H. W., Jr.	H. W. Knehans & Sons,	Commission	1022 N. Third st.
Knight, Geo. W. J.	Meyer Bros. Drug Co.		Fourth st. and Clark ave.
Knight, Harry F.	A. G. Edwards & Son,	Brokerage Co.	412 Olive st.
Knoblauch, C. O.		Deceased	
Knox, C. G.	National Stock Yards,	V.-Pres.	National Stock Yards, Ill.
Koehlig, Wm.	Jos. A. Buckland & Co.	Hay and Grain	108 S. Third st.
Koehler, C.	Columbia Brewing Co.		Twentieth and Madison sta.
Koehler, Henry, Jr.	American Brewing Co.		2825 S. Broadway
Koehler, Hugo A.	The American Bw'g. Co.,		2825 S. Broadway.
Koehler, Julius H.	Columbia Br'wing Co.,		Twentieth and Madison st.
Koenig, Edw. R.	Wm. Koenig & Co.,	Harvesting Machinery	120 S. 8th st.
Koenigsmark, Jacob J.		Flour Mill.	Waterloo, Ill.
Koenigsmark, T.		Milling	Waterloo, Ill.
Kohlbray, Louis		Feed	3254 S. Jefferson ave.
Kohlbray, Louis, Jr.	Louis C. Kohlbray &	Bro., Feed	3407 Missouri ave.
Kohl, F.	Kohl & Niemann,	Feed	Venice, Ill.
Kohn, R. D.	Kohn & Co.		815 N. Fourth st.
Kolb, Adolph	Southern Feed Co.,	Pres. and Treas.	911 S. Seventh st.
Kotany, M.		Stock and Bond Broker	409 Olive st.
Kracke, J. H.	J. H. Kracke Grain Co.		208 N. Fourth st.
Krausse, E. B., Jr.	Nulsen, Klein & Krausse	Mfg. & Mining Co.	Levee & Sidney
Kraussnick, E. C.	Gessler & Kraussnick,	Brokers	411 Olive st.
Krenning, H. B.	Hartog Stenoll Mach.	Co.	322 Bank of Commerce Bldg.
Kretschmar, Ernest		Provisions	2700 Cherokee st.
Krey, Fred	Krey Packing Co.,	Pork Packers	21st and Bremen ave.
Krickhaus, A.		Deceased	
Krite, F. H.	Hezel Milling Co.,	Millers	East St. Louis, Ill.
Kroeger, Mathias	Henry Sayers & Co.,	Commission	410 Cham. Com.
Kron, A.		Livery Stable	2122 N. Tenth st.
Kuenke, Henry		Flour and Feed	2653 Gravois ave.
Kuhlman, Henry W.		Feed	2304 Bremen ave.
Kuhn, Francis	St. Louis Distilling Co.		Twenty-third and Madison sts.
Kuhn, Robert C.	Bartlett, Kuhn & Co.,	Grain and Hay	Evanville, Ind.

Name.	Firm.	Business.	Location.
Kuhs, H. W.	H. W. Kuhs & Co.	Grocers and Com.	28 S. Third st.
Runz, Henry		Malster.	1313 Ann ave.
Kupferle, E.	Kupferle Bros. Mfg. Co.		600 N. Second st.
Lackland, R. J.	Boatmens' Bank,	President.	4th and Washington ave.
Lackland, Edgar C.			58 LaClede Building.
Lahey, Thos. P.	T. E. Price & Co.	Commission	111 N. Third st.
Laidley, W. H.	W. H. Laidley & Co.	Com'n.	180 Lasalle st., Chicago
Lake, Wm. H.		Grain.	6 Sherman st., Chicago.
Lamping, W. C.	W. C. Lamping Grain Co.	Broker.	212 Cham. of Com.
Lamy, Chas. O.	J. H. Teasdale Com. Co.		100 N. Fourth st.
Lamy, Joseph F.	W. A. Gardner & Co.	Commission.	317 Cham. of Com.
Landau, Louis.	Landau & Co.	Grocers.	317 N. Second st.
Lang, George.	Braun-Lang Com. Co.	Flour and Commission.	Gay Building.
Lang, B. H.	B. H. Lang & Co.	Commission.	415 Cham. of Com.
Lang, Ben S.	Carlisle Grain Co.		415 Cham. of Com.
Langenberg, Geo. F.	Langenberg Bro. & Co.	Co., Commission.	417 Cham. of Com.
Langenberg, H. F.	Langenberg Bro. & Co.	Co., Commission.	417 Cham. of Com.
Langenberg, H. H.	Langenberg Bros. & Co.	Co., Commission.	417 Cham. of Com.
Langenberg, C. H.	Front Rank Steel	Furnace Co.	23rd and Lucas ave.
Langton, J. J. P.	Langton & McColl,	Prov. Broker	802 Spruce st.
Lanitz, George.		Grain.	322 Pine st.
Lansing, E. W.	Thos. Bennett & Co.	Brokers.	3018 Locust st.
Larimore, N. G.	Elk Valley Farming Co.		Larimore, N. Dakota.
Larimore, Jameson		Farmer.	Larimore, N. Dakota.
Lassen, Chas. F.	Fisher & Co.	Real Estate	714 Chestnut st.
Latal, John J.	J. J. Latal Roofing Co.		1518 N. Tenth st.
LaTourette, James.	Columbia Zinc Works,		Marion, Ind.
Latta, H. J.	Maxwell & Crouch Mule Co.		National Stock Yards.
Laughlin, J. B.		Real Estate.	606 Fullerton Bldg.
Lawnin, Jos. D.		Lumber.	807 N. Levee.
Lay, George.	Carondelet Milling Co.		7020 S. Broadway.
Leask, Arthur.	Bartlett, Frazer & Carrington,	Com.	6 Sherman st., Chicago.
Leadwidge, John J.	D. P. Byrne & Co.	Commission.	318 Cham. Com.
Lee, W. H.	Merchants'-Laclede Nat'l	Bk., Pres.	Fourth and Olive sts.
Lee, Wm. H.		Deceased.	
Leftwich, W. M.	Leftwich Inv. Co.		Gay Bldg.
Lehman, S. M.	Lehman Bros.	Commission.	16 William st., N. Y.
Lelong, A. A.	Citizens' Bank,	Cashier.	New Orleans.
Lemcke, L.	L. Lemcke & Co.	Commission.	322 Pine st.
Lemp, Wm. J.	W. J. Lemp Brewing Co.	Pres't.	Thirteenth and Cherokee.
Lemp, Louis F.	W. J. Lemp Brewing Co.	Supt.	Thirteenth and Cherokee.
Lemp, Wm. J., Jr.	W. J. Lemp Brewing Co.	V-Pres't.	Thirteenth and Cherokee.
Lemp, Carl A.	W. J. Lemp Brewing Co.	Treas.	Thirteenth and Cherokee.
Leonhardt, R. H.	Saxony Mills,	Flour.	312 Lombard st.
Levy, Henry		Flour Mill.	DeSoto, Mo.
Levy, Falk.		Mdse. Broker.	1012 Lucas ave.
Lewis, Arnold C.			401 Chamber of Commerce.
Lewis, George H.	Lawrenceburg Roller	Mills Co.	Lawrenceburg, Ind.
Lewis, Turner T.			305 Wainwright Building.
Lewis, J. R.	Mitchell, W. B.	F. L. & J. R. R. Co.	34 Gay Bldg.
Lewis, Chas. E.	Chas. E. Lewis & Co.	Brokers.	Minneapolis, Minn.
Liermann, John C.		Feed.	3228 S. Thirteenth st.
Lightner, Frank			1408 Union boulevard
Lindman, Oscar F.		Grain Com.	58 B. of T., Chicago.
Lindsay, John W.	B. & O. S.-W. R. R.		Sixth and Olive sts.
Lindsay, W. C.	L. H. & St. L. Ry.	Gen'l Agent	206 N. Broadway.
Lippelt, Lewis A. J.		Real Est. & Loans	824 Chestnut st.
Lippelt, G. H.	G. H. Lippelt & Co.	Dry Goods.	803 Washington ave.
Liquin, K. K.	Clinton Grain Co.		Clinton, Iowa.
Litchfield, Parker H.	The Modern Miller	Co.	57 Gay Bldg.

Name.	Firm.	Business.	Location.
Little, Wm. C.	W. C. Little & Bro. Inv. Co.		313 N. Fourth st.
Little, H. J.	W. C. Little & Bro. Inv. Co.		313 N. Fourth st.
Lockwood, James Y.	Interstate Car Transfer Co.		318 Security Bldg.
Loeb, C. M.	American Metal Co., Limited,		318 Security Building.
Loewen, David	Loewen Broom Corn & I. Co.		17 N. Main st.
Logan, Theron	Logan & Bryan,	Commission	Chicago, Ill.
Logeman, C. A.	F. H. Logeman Chair Co.		2000 N. Main st.
Lohmann, Wm. H.		Hay and Grain	614 Ann ave.
Loneragan, T. J.	T. J. Loneragan & Co.		507 Chamber of Commerce.
Lord, John K., Jr.	R. G. Dun & Co.		314 Pine st.
Lorenz, Henry		Farmer	Lithium, Mo.
Lothman, Wm.	Hafner Cypress Co.		Hall and Dock sta.
Louderman, John H.			510 Pine st.
Louderman, Jno. H., Jr.			510 Pine st.
Louderman, Henry B.			510 Pine st.
Louderman, H. B., Jr.	Swift & Co.,	Packers	Nat'l. Stook Yards, Ill.
Love, John E.	Love & Sons,	Real Estate	302 Chestnut st.
Love, Sidney C.	Sidney C. Love & Co.,	Grain, etc.	207 Cham. Com.
Lucas, James R.	J. R. Lucas & Co.,		45 Gay Building.
Lucas, John B. C.		Real Estate	706 Chestnut st.
Ludington, Elliot K.	H. & L. Chase Bag Co.		18 N. Main st.
Ludington, F. H.	H. & L. Chase Bag Co.,		18 N. Main st.
Luehrmann, Aug. F. W.	Luehrmann Bros.	Hay & Grain Co, Com.	2300 N. 2nd st.
Lueking, A. C.		Drayman	8th and Washington ave.
Lueking, H. A.			1404 Mullanphy st.
Lumaghi, Joseph D.	Lumaghi Coal Co.		411 Olive st.
Lungstras, Eugene.		Deceased.	
Lusk, Isaac P.	Diamond Jo Line,	Steamboat Agt.	Foot of Wash'n ave.
Luth, Fred L.	Columbia Biscuit Co.		Fourteenth and Papin sta.
Lyle, Hugh Ranken.	Miss. Val. Trust Co.,		Fourth and Pine sta.

Mack, Henry W.	Connor Bros. & Co.,	Commission	46 Gay Building.
Mackey, John	G. L. Graham & Co.		301 Cham. Com.
Macy, E. F.	Mound City Ice & Cold Stor. Co.,	Sec'y & Treas.	3015 N. Broadway
Maffitt, Wm. C.			519 Security Building.
Maginn, James P.		Lawyer	421 Olive st.
Maguire, Chas. J.	Maguire Coal Co.		411 Olive st.
Maguire, Louis T.	Oriel Glass Co.		617 Chestnut st.
Mallinckrodt, Edw.	Mallinckrodt Chem. Wks.,	Mfg. Chem.	Mallinckrodt & 3d.
Manewal, L. A.	Manewal-Lange Biscuit Co.		Fifteenth and Clark ave.
Mann, T. L.	H. Griesedieck & Co.,	Malsters	1134 S. Twelfth st.
Mansur, C. W.	John Deere Plow Co.		Tenth and Spruce sta.
Marbes, C.	Eau Claire-St. Louis	Lumb. Co.	2506 S. Broadway.
Markham, G. D.	W. H. Markham & Son,	Insurance	906 Century Bldg.
Markle, C. N.	Markle Lead Works,		720 Rialto Building.
Marks, David A.	Stobie Cereal Mills,	Macaroni & Verm.	711 N. Second st.
Marks, John J.	Stobie Cereal Mills,		711 N. Second st.
Marquis, P. S.	S. E. Barrett Mfg. Co.,	Gravel Roofing	1101 Fullerton Bldg.
Marshall, Ben F.	Ben F. Marshall & Co.,	Grain	Blodgett, Mo.
Marshall, F. E.	Nat'l Bank of Commerce,		Broadway and Olive st.
Marshall, J. D.	J. D. Marshall Livery Co.		1023 N. Vandeventer ave.
Marshall, S. T.	Calumet Grain Com. Co.		69 Gay Bldg.
Marshall, W. J.	Connery Com. Co.		511 Cham. Com.
Martin, C. T.	W. C. Lamping Grain Co.		313 Cham. of Commerce.
Martin, Geo. C., Jr.	Goffe, Lucas & Carkener, Com'n.		507 Cham. Com.
Martin, M., Jr.			317 Olive st.
Martin, Thos. King.	G. L. Graham & Co.		301 Cham. Com.
Martin, Thos. L.	Burlington Elevator,		64 Laclede Bldg.
Mason, Geo. M.	Traders Despatch,		605 Houser Bldg.
Mason, Isaac M.	Franklin Lead Co.		507 Commercial Bldg.
Massengale, John E.	St. Louis & Tenn. Riv. Pack. Co.,	Sec.	Foot of Pine st.

Name.	Firm.	Business.	Location.
Matthews, Geo. T.	Geo. T. Matthews & Co.	Oils, etc.	806 N. Fourth st.
Maune, Aug.	Aug. Maune R. E. & F. Co.	Real Estate	2502 Hebert st.
Maune, Leonard.	St. Louis Candy Co.		2506 University st.
Maxon, John H.		Deceased.	
Mayer, Fred.	Mayer F. & J. Co.	Fertilizers.	Bulwer and Adelaide avs.
Maynard, J. F.	Ice Machines,		118 Geyer ave.
Meek, A. J.	A. J. Meek Milling Co.	Millers.	Marissa, Ill.
Meek, William E.	A. J. Meek Milling Co.		Marissa, Ill.
Meggins, L. M.	Red Line,	Agent.	Fourth and Chestnut sts.
Meier, Theo. G.	Heine Safety Boiler Co.		707 Commonwealth Trust Bldg.
Meier, Louis J.	Brockmeier & Co.	Commission.	118 S. Main st.
Mephram, Geo. S.	G. S. Mephram & Co.	Colors, etc.	18th and Lynch sts.
Mephram, Hampden D., Jr.		Exporter.	419 Lincoln Trust Bldg.
Merrell, H. S.	J. S. Merrell Drug Co.		Fourth and Market sts.
Merriam, Nathan.	Merriam-Holmquest	Co., Grain.	Omaha, Neb.
Mertz, Jacob W.			Webster Groves, Mo.
Messmore, John L.	Ballard, Messmore & Co.	Commission.	520 Cham. of Com.
Meyer, Adolph A.	Meyer Supply Co.	Brewers' Supplies.	22 S. Main st.
Meyer, Edwin J.	Wash'n Mut. Fire	Ins. Co.	421 Olive st.
Meyer, Ferd P.	John F. Meyer & Sons,	Miller.	174 Laclède Building.
Meyer, George F.	St. Louis Cooperage Co.		Main and Arsenal sts.
Meyer, John P.	John P. Meyer & Co.	Brokers.	411 Olive st.
Meyer, C. H.	C. H. Meyer & Co.	Hay and Grain.	1109 Cass ave.
Meyer, Theo. F.	Meyer Bros. Drug Co.	Druggists.	Fourth st. & Clark ave.
Meyer, F. Heinrich.	Brinkmeyer-Meyer	Hay & Grain Co.	1109 N. Broadway.
Meyer, John F.	John F. Meyer & Son,	Millers.	174 Laclède Building.
Meyer, Peter H.	Peter H. Meyer & Son,	Feed.	1808 N. Ninth st.
Meyer, Chas. W.	St. Louis Brewing	Ass'n.	1724 Lafayette ave.
Meyer, Wm. A.	Jno. P. Meyer & Co.	Brokers.	411 Olive st.
Michael, Martin.	Michael Transportation Co.	Transportation.	2451 Kosciusko st.
Michaelis, Ernst.		Stocks and Bonds	804 N. Fourth st.
Midlam, W. T.	Empire Line,		Fourth and Chestnut sts.
Miller, Aug.	Miller Grain & Elevator Co.		83 Gay Bldg.
Miller, D. C.			4541 Maryland ave.
Miller, S. B.	Pearl Roller Mill Co.		Oswego, Kan.
Miller, W. A.	W. A. Miller & Co.	Feed.	1417 N. Broadway
Milleson, C. D.	C. D. Milleson & Co.	Hay and Grain.	East St. Louis, Ill.
Milliken, B. H.			322 Pine st.
Milliken, John T.	John T. Milliken & Co.	Mfg. Chemists.	316 Clark ave.
Miner, F. J.	Cella Com. Co.	Broker.	Fourth and Pine st.
Minor, Wm. H.	W. H. Minor & Co.		105 N. Third st.
Mitchell, W. R.		Broker.	3000 St. Vincent ave.
Mittler, John G.	John Wahl Com. Co.	Commission.	Main and Market sts.
Moerschel, Jacob.	Spring Brewing Co.		Sarah st. and Wabash tracks.
Moffett, L. A.	Moffett & Francisus,	Real Estate.	708 Chestnut st.
Moffitt, Charles S.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Moffitt, N. L.	Hubbard & Moffitt	Com. Co.	322 Pine st.
Mohlenbrock, Malto.	Mohlenbrock Milling	Co.	Campbell Hill, Ill.
Monteith, Geo. F.			
Moore, Milton J.	Cory-Lanterman	Asphalt Co.	206 Walnut st.
Morehouse, K. C.	Floyd J. Campbell Co.		Board of Trade, Omaha
Morgan, Geo. H.	Merchants' Exchange,	Secretary.	Merchants' Exchange.
Morgan, Arthur R.		Broker.	400 Cham. Com.
Morris, F. I.	Southern Ry.	Commercial Agt.	100 N. Fourth st.
Morris, W. C.	Christy Fire Clay Co.		Morganford rd. and Gravois av.
Morrison, Chas.		Attorney.	Waterloo, Ill.
Morrison, Thomas.	Morrison Tent & Awning Co.		115 Olive st.
Morrison, Robt. W.	R. W. Morrison Const. Co.	Builders.	113 N. Eighth st.
Morrison, Fred.	Morrison Bros.	Live Stock, etc.	Ramsey, Ill.
Morrison, Wm. H.	W. L. Green Com. Co.		62 Laclède Bldg.
Morrissey, John F.	J. B. Buss Mills,		3825 Franklin ave.
Morrow, E. C.	E. C. Morrow & Bro.	Tobacco.	Clarksville, Tenn.
Morse, Samuel S.	Morse Bros.	Commission.	400 N. Second st.
Morton, Claude A.	Morton & Co.	Commission.	509 Cham. of Com.
Morton, Geo. W.	Geo. W. Morton & Co.	Grain, etc.	125 Cham. Com.

Name	Firm.	Business.	Location.
Morton, T. B.	Morton & Co.	Commission	509 Cham. of Com.
Moser, Leo	Moser Hotel.	Hotel	809 Pine st.
Mudge, Geo.	D. R. Francis & Bro. Com.	Co.	214 N. Fourth st.
Mueller, A.	Buschman-Mueller Com. Co.		119 Cham. Com.
Mueller, Henry		Deceased	
Mueller, Theo.			6647 S. Seventh st.
Mueller, William G.	Wm. G. Mueller	Produce Co.	2nd & Washington ave.
Mulcahey, Morris		Teamster	19 N. Main st.
Mulcahy, Patrick		Builder.	3216 St. Louis ave.
Mulford, W.	W. Mulford & Co.	Brokers	311 Pine st.
Mullally, Dan'l. S.	Langenberg Bros. &	Co., Commission	417 Cham. of Com.
Mullally, John	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Martin J.	Jno. Mullally Com. Co.		405 Chamber of Commerce.
Mullally, Jno. D.	Ballard, Measmore &	Co., Commission	520 Cham. of Com.
Mullally, Joseph J.			83 Gay Bldg.
Mumford, W. R.	W. R. Mumford Co.	Com'n.	145 Van Buren st., Chicago
Munday, C. B., Jr.	Munday-Settlemyre Co.	Grain	Litchfield, Illa.
Munson, Tracy	The N. K. Fairbanks Co.		Third and Convent sta.
Murdoch, Wm., Jr.	H. & L. Chase Bag Co.		18 N. Main st.
Murphy, Daniel J.	S. H. Woodbury & Co.	Grain, etc.	240 LaSalle st., Chicago.
Murphy, Jeremiah		Pork Packer	2315 Morgan st.
Murphy, John J.	Jeremiah Murphy Pkg.	Co.	3315 Morgan st.
Murphy, P. C.	P. C. Murphy Trunk Co.	Trunks	504 N. Third st.
Murphy, J. L.		Grain	Pinckneyville, Illa.
Murray, S. E.	Priebe Simoter Co.		Main and O'Fallon sta.
Murrie, L. M.	Farmers Grain Co.		Metropolis, Illa.
Myers, E. M.	Geo. Taylor Commission Co.		100 S. Main st.
Myerson, G. S.	St. Louis Dressed Beef Co.		3911 Papin st.
Mynders, Arnold H.	Rogers Salt Co.	Salt	220 Pine st.

McAllister, John			5664 Von Versen ave.
McBlair, Wm.			
McCaull, J. L.	The McCaull-Webster Grain Co.		Minneapolis, Minn.
McChesney, W. S., Jr.	Terminal R. R. Assn., P. and G. M.		Union Station.
McClellan, C. W.	Eaton, McClellan & Co., Commission		19 N. Main st.
McClelland, Frank M.	Andrews & McClelland, Hay and Grain		4050 Easton ave.
McClellan, Frank P.	Eaton, McClellan & Co., Commission		19 N. Main st.
McClellan, J. S.	Eaton, McClellan & Co., Commission		19 N. Main st.
McClellan, Thos. G.	N., C. & St. L. Ry.		Bank of Commerce Bldg.
McCluney, John H.	State Nat'l Bk. of St. L., 2nd V.-P.		Fourth and Locust sta.
McClung, James	Vandalia Line, Contracting Agt.		802 Century Bldg.
McClure, C. E.	Lake Shore F. F. Line, Agent		414 Rialto Building.
McCoy, J. C.	Mound City Coupe, Livery and M. Co.		3420 Lindell ave.
McCoy, Wm. C.	St. Louis Victoria Flour Mills		Main and Mound sta.
McCully, Wm.			
McDonald, B. P.	Farmer		Fort Scott, Kan.
McFarlin, M.	Missouri Grain Co.		Moberly, Mo.
McGeary, Lewis I.	Billon-Crandall-McGeary B. and S. Co.		421 Olive st.
McGehee, Jas. Stewart	Burlington Elevator		62 LaClede Bldg.
McGrath, James F.	Cumberland Gap Despatch, Agent		306 N. Broadway.
McGrew, Geo. S.	Geo. D. Barnard & Co., Blank Books		LaClede & Vandeventer.
McGroarty, Edw. J.	Brady & McGroarty, Public Weighers		Second and Tyler.
McKeen, M. M.	M. M. McKeen & Co., Butter and Cheese		8 N. Second st.
McLain, J. T.	McLain-Alcorn Com. Co.		701 N. Third st.
McLemore, Thos. J.	Bemis Bros. Bag Co.		801 S. Fourth st.
McLure, C. D.	Capitalist		608 Security Bldg.
McMahan, J. H.	J. H. McMahan & Co., Brokers		201 N. Second st.
McManama, M. G.			
McMorrow, P. J.	A. Geisel Mfg. Co.		219 S. Second st.
McNair, L. G.	McNair, Harris & Jones,		Elighth and Locust sta.

Name.	Firm.	Business.	Location.
McNeiley, J. A.	J. A. McNeiley & Son,	Live Stock.....	Union Stock Yards.
McPheeters, T. S.	McPheeters' Wareh. Co.	.....	1104 N. Levee.
McReynolds, Geo. S.	McReynolds & Co.,	Grain.....	Security Building.
McSorley, B. J.	.....	Broker.....	105 Chamber of Commerce.

Nagel, Charles.	Finkelnburg, Nagel &	Kirby, Lawyer.....	Security Bldg.
Nagle, Richard.	.....	Teamster.....	205 Pine st.
Nanson, Joseph S.	Nanson Commission	Co.....	202 Chamber of Commerce.
Napier, Robert C.	Hubbard & Moffitt	Commission Co.....	322 Pine st.
Nasse, August.	.....	Wholesale Grocer.....	209 N. Second st.
Neale, Charles T.	Edward Elsworth & Co.	.....	The H. O. Co., Buffalo, N. Y.
Nedderhut, C. Otto.	.....	.....	3003 Lafayette ave.
Neilson, H. W.	Campbell Paint & Glass	Co.....	Main and Gratiot sts.
Nelson, F. L.	Lackawanna Line,	Agent.....	16 Laclede Bldg.
Nelson, L. C.	L. C. Nelson & J. M. Nelson, Jr.	.....	Bank of Commerce Bldg.
Nelson, J. M., Jr.	L. C. Nelson & J. M. Nelson, Jr.	.....	Bank of Commerce Bldg.
Neuhoff, Hector.	.....	Lawyer.....	52 Laclede Bldg.
Newell, James P.	Orthwein Inv. Co.,	Stocks & Grain.....	Security Bldg.
Newell, Joseph T.	Victoria Flour Mills,	.....	Main and Mound sts.
Newman, W. E.	Teichman Com. Co.	.....	62 Gay Bldg.
Nichols, R. M.	.....	Lawyer.....	421 Olive st.
Nichols, Chas. C.	Nicholls-Ritter Realty	Co.....	713 Chestnut st.
Nickerson, John.	Nat'l Bk of Commerce,	2d V-Pres't.....	Broadway and Olive.
Nicolaus, Henry.	Green Tree Brewery Co.,	Superintendent.....	Ninth and Sidney.
Niedringhaus, Alex.	St. Louis Press Brick	Co.....	Equitable Bldg.
Niedringhaus, Thos. K.	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, F. G.	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Wm. F.	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niedringhaus, Geo. W.	Nat. Enam. & Stmp.	Co., Manufs.....	2nd and Cass ave.
Niemann, G. A.	Kohl & Niemann,	Grocer.....	Venice, Ill.
Niemeyer, Chas. L.	Schultz & Niemeyer,	Commission ..	Levee and Madison sts.
Niese, Julius.	.....	Deceased.....	.....
Nobbe, Chas. H.	Nobbe Bros.,	Grain.....	Farmersville, Ill.
Nobbe, Fred.	Geo. Henseler Oil Co.	.....	8 S. Main st.
Noble, John W.	.....	Lawyer.....	614 Rialto Building.
Noel, Henry G.	Noel-Young Bond & Stock	Co., Bankers ..	304 N. Fourth st.
Noel, Henry M.	Noel-Young Bond & Stock	Co., Banker ..	304 N. Fourth st.
Nolan, W. T.	C. P. Burr & Co.,	Commission.....	324 Rialto Building.
Nolker, W. F.	Brinkworth & Nolker	Brew. Co.....	Wainwright Bldg.
Norris, Anthony H.	Miss. Valley Elev. &	Grain Co.....	Foot Madison st.
Noyes, David A.	Finley, Barrell & Co.,	Commission ..	Chicago, Ill.
Noyes, Wm. A.	.....	Insurance.....	346 Century Bldg.
Nurre, Frank.	F. Nurre & Bro.,	Feed.....	1515 Market st.

Obert, Louis.	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
Obert, Louis, Jr.	Louis Obert Brewery,	Brewers.....	2700 S. Twelfth st.
O'Brien, John	John O'Brien Boiler	Works Co.....	11th and Mullanphy sts.
Ocker, Henry W.	.....	Insurance.....	1309 S. Fourteenth st.
O'Connor, P. J. J.	O'Connor & Co.,	Market Reporter.....	216 Market st.
O'Connor, P. J. J., Jr.	.....	.....	.....
O'Donnell, Hugh.	Napoleon Hill Cotton	Co.....	116 S. Main st.
O'Donnell, John.	Jno. O'Donnell & Bro.,	Contractors ..	1912 Carr st.
O'Donnell, Patrick.	Jno. O'Donnell & Bro.,	Contractors ..	5015 Raymond.
Oehler, Emil.	Ill. Hydraul. Press Brick Co.,	Gen. Mgr.....	Mo. Trust Building.

Name.	Firm.	Business.	Location.
Oetgen, Fred....	E. O. Stanard Milling Co.	Teamster.....	2204 N. Broadway
O'Meara, Thos. F....	Ballard, Messmore & Co., Com.		520 Cham. Com.
O'Reilly, Robert J.....		Physician.....	602 N. 17th st.
O'Rourke, Jno. J.....	Jones Elevator Co.		406 Cham. of Com.
Orr, Ed. S.....			324 Rialto Bldg.
Orthwein, W. J.....	C. F. Orthwein's Sons.	Commission.....	107 N. Third st.
Orthwein, Chas. C....	C. F. Orthwein's Sons.	Commission.....	107 N. Third st.
Orthwein, Ralph H.....	Sempire Clock Co.		1206 N. Sixteenth st.
Orthwein, W. D.....	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, F. C.....	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, Edgar T.....	W. D. Orthwein Grain Co.		303 Chamber of Commerce.
Orthwein, Max R.....	Sempire Clock Co.		1206 N. Sixteenth st.
Orthwein, W. E.....	Orthwein Inv. Co.	Stocks & Grain.....	Security Bldg.
Orvis, Frank E.....	Orthwein Investment Co.		Security Bldg.
Orvis, Otto A.....	Bartlett Com. Co.		505 Chamber of Commerce.
Ostermayer, Phillip.....			4419 Washington ave.
Ostermayer, Geo.....			3022 N. Broadway.
O'Toole, Wm.....	John Mullally Com. Co.,		406 Chamber of Commerce.
Overall, John H.....		Deceased.....	
Overstolz, Herman.....		Foreign Banker.....	106 N. Broadway.
Owings, Zebulon P.....	O'Connor & Co.,	Market Reporter.....	216 Market st.

Pace, Robert F.....			Mt. Vernon, Ill.
Paddock, Galus.....	Paddock-Hawley	Iron Co.....	Tenth and Spruce sta.
Panhorst, J. C.....			203 Cham. Com.
Parker, Wilbur F.....			
Parkhurst, W. A. S.....	The N. K. Fairbank Co.		1114 S. Third st.
Parrott, Gilbert E.....	Parrott, Day Co.,	Commission.....	407 Cham. Com.
Parrott, James D.....	Parrott, Day Co.,	Commission.....	407 Cham. Com.
Pasquier, A. G.....	A. G. Pasquier & Co.,	Insurance.....	949 Century Bldg.
Parsons, Charles.....	State Nat'l Bk. of St. L.	President.....	Fourth and Locust sta.
Paule, Edwin J.....	D. Paule Mercantile Co.		7700 Ivory ave.
Paule, Herman.....		Feed.....	117 Blow st.
Pauli, C. H.....	Atlas Tack Co.		306 Mo. Trust Bldg.
Pease, Geo. A.....	Dayton-Pease Co.,	Grain.....	102 Gay Bldg.
Pechmann, Julius.....	Pechmann Bros.,	Confectioners.....	4291 Olive st.
Peck, Charles L.....	N. Y. Life Ins. Co.		210 Rialto Bldg.
Peck, Edward P.....	Omaha Elevator Co.		223 Bee Bldg., Omaha, Neb.
Peck, Stephen.....	Stephen Peck & Bro.		228 Lincoln Trust Bldg.
Peckham, O. H.....	National Candy Mfg. Co.		Seventh and Spruce sta.
Pendleton, R. J.....	McReynolds & Co.,	Elevator.....	820 Security Bldg.
Pendleton, Jerome B.....	Bartlett Com. Co.		505 Cham. Com.
Penningroth, Henry G.....	South St. Louis	Nursery.....	1110 McLaren ave.
Penny, Joseph L.....	Terminal R. R. Assn.,	Com'l Agent.....	120 Rialto Bldg.
Peper, Christian.....		Deceased.....	
Perrin, John D.....	Fyfe Bros. & Co.,	Grain.....	58 Gay Building.
Peters, F. W.....	Peters Dry Goods Co.		2604 N. Fourteenth st.
Petersen, Julius.....	Jul. Petersen Com. Co.		709 Carroll st.
Petersen, Julius Jr.....	Julius Petersen Com. Co.		709 Carroll st.
Petri, T. F.....	Thos. Akin,	Com.....	203 Chamber of Commerce.
Petri, Arthur C.....			211 Chamber of Commerce.
Petring, Geo. H.....	Henry Petring Groc. Co.,	Wholesale Grocers.....	721 Spruce st.
Pettit, James.....	Peavey Grain Co.		Board of Trade, Chicago.
Peugnet, Ernest.....	Peugnet & Hemenway,	Insurance Agent.....	902 Century Bldg.
Pfeffer, E. S.....	Pfeffer Milling Co.		Lebanon, Ill.
Phelps, H. W.....	K. C., St. L. & C. R. R. Co.		310 Commercial Bldg.
Phillips, R. F.....	R. F. Phillips & Co.,	Cotton Brokers.....	105 Walnut st.
Phinney, H. R.....		Deceased.....	
Picher, O. H.....	Picher Lead Co.		Joplin, Mo.
Picher, W. H.....	Picher Lead Co.		Joplin, Mo.
Picker, Erich.....	Picker & Beardsley,	Commission.....	118 N. Main st.

Name.	Firm.	Business.	Location.
Pickel, W.	Pickel Marble & Granite Co.		1901 N. Broadway.
Pierce, H. C.	Waters Pierce Oil Co.	Oils	Vandeventer place.
Pierce, Wm. B.		Deceased	
Pindell, Wm. H.	Pindell Bros. & Co.	Millers	Hannibal, Mo.
Pingree, Samuel S.	F. C. Taylor & Co.	Commission	204 N. Main st.
Pittman, Trabue.		Broker.	208 Rialto Bldg.
Plant, Alfred.	Plant Seed Co.	Seeds.	814 N. Fourth st.
Plant, F. S.	Plant Seed Co.	Seeds.	814 N. Fourth st.
Plant, George H.	Geo. P. Plant Mill. Co.	President.	502 Chamber of Com.
Plant, Samuel.	Geo. P. Plant Mill Co.		502 Chamber of Commerce.
Platt, P. C.	Platt & Thornburgh Paint Co.		Seventh and Franklin ave.
Platt, Chas. R.	Platt & Thornburgh Paint Co.		620 Franklin ave.
Poland, A. A.	Ontario Despatch.	Agent	102 N. Fourth st.
Pomeroy, E. A.			4210 ^a Morgan st.
Pommer, Robert	D. I. Bushnell & Co.		106 N. Second st.
Pope, Edmund O.	Pope Mercantile Co		15 N. Main st.
Pope, Wm. S.		Lawyer.	3625 Lindell ave.
Pope, John J.	Siemers & Chisholm.		300 Chamber of Commerce.
Pope, J. William	Coffee, Tea and	Spice Importer	206 N. Second st.
Porteous, W. M.	Can. Pac. Despatch.	Agent.	125 Chamber of Commerce.
Porter, John C.	Hope Mining Co.	President.	25 Laclede Building.
Post, Lewis W.	Blackmer & Post Sewer	Pipe Co.	Wainwright Bldg.
Postel, Julius.	Postel Milling Co.		Mascoutah, Ill.
Postel, George.	P. H. Postel Mill. Co.		Mascoutah, Ill.
Potter, Henry S.			Rialto Bldg.
Powell, D. R.		Deceased.	
Powell, George F.	Connor Bros. & Co.	Commission.	Gay Building.
Powell, Willis J.	Shaeffer Bro. & Powell,	Mfrs. Soap, Candles, etc.	325 N. 2nd st.
Powell, Willis J., Jr.			3108 Morgan st.
Powell, W. W.	Sherry-Bacon Grain Co.		218 Cham. Com.
Powers, Wm. F.	Geo. P. Plant Mill Co.		Main st. and Chouteau ave.
Prante, C. F.	Prante & Meyer,	Hay and Grain.	214 Lesperence st.
Precht, Gus.	Jno. A. Warren & Co.	Commission	416 Cham. Com.
Price, J. Boyle	St. Louis Transit Co.		3869 Park ave.
Price, Thos. E.	T. E. Price & Co.	Commission.	111 N. Third st.
Price, Burtis	Price Commission Co.	Commission	200 N. Third st.
Priesmeyer, W. H.		Salt.	1003 Carr st.
Pringle, Robert.	Pringle & Browning,	Commission.	4 Bd. of Trade, Chicago
Prough, Peter.	D. Prough & Son,	Feed.	Kirkwood, Mo.
Prunty Chas. E.		Grain and Grass Seed.	9 S. Main st.
Puff, Fred.	Brosseau & Co.		111 N. Third st.
Purcell, Henry Harrison	Am. Ref. Transit	Co.	406 Century Bldg.
Putnam, Lyman W.	Terminal R. R.	Assn.	120 Rialto Building.

Quesnel, Chas. J. Chris. Sharp Com. Co., 202 N. Main st.
 Quinlivan, Sol. J. Sol. J. Quinlivan & Sons, Grain and Produce. 4469 W. Belle Pl.
 Quinlivan, Jno. R. Jas. F. Quinlivan & Bro. 800 S. Theresa ave.
 Quinlivan, James F. Jas. F. Quinlivan & Bro., Grain, etc. 800 S. Theresa ave.
 Quinette, Oliver. Sam'l Cupples Woodenware Co. 7th & Spruce sts.

Rae, Wm. J. Jno. E. Hall Com. Co. 418 Chamber of Commerce.
 Ramsay, W. A. Union Stock Yards, Secretary... Hall st. and Bremen ave.
 Randall, Blanchard. Gill & Fisher, Grain. Baltimore, Md.
 Ranken, Robert. Real Estate 1516 Locust st.
 Rassfeld, A. A. Rassfeld & Co., Wholesale Liquors. 223 Market st.

Name.	Firm.	Business.	Location.
Rassieur, Leo.....	Rassieur & Rassieur,	Attorney.....	406 Market st.
Rauh, Chas. H.....	Rice, Stix & Co.,	Dry Goods.....	10th st. & Washington av.
Rawlings, E. W.....	Alzheimer & Rawlings,	Bonds and Stocks.....	215 N. Fourth st.
Reardon, James A.....			
Rearick, Thad. C.....	Bemis Bros. Bag Co.		Fourth and Poplar sts.
Reardon, Jno. J.....	Noonan Real Estate	Co.....	704 Chestnut st.
Reber, H. Linton.....	Kinloch Telephone Co.,	Secretary.....	Century Bldg.
Rebstock, Charles.....	Chas. Rebstock & Co.,	Wholesale Liquors.....	300 S. Main st.
Recker, Henry L.....			3328 California ave.
Redemeyer, W. H. Jr.....	Redemeyer &	Hollister Com. Co.....	1107 N. Third st.
Regel, Charles.....	Regel Flour Co.		833 N. Third st.
Rehbein, Albert A.....	H. A. Rehbein & Co.,	Commission.....	105 N. Main st.
Reller, August F.....	A. F. Reller & Son,	Groceries and Feed.....	3359 N. Broadw'y
Reynolds, Alfred C.....		Commission.....	510 Houser Bldg.
Rice, Thomas A.....	Rice-Dwyer Real	Est. Co.....	322 Chestnut st.
Rice, E. P.....	Andrews, Rice & Co.,	Real Estate.....	919 Chestnut st.
Richardson, Arthur P.....	Richardson Grain	Co.....	53 Gay Building.
Richardson, R. D.....	Richardson & Co.,	Grain.....	37 Bd. of Trade. Chicago.
Richeson, Thomas.....		Deceased.....	
Richmond, Manley G.....	Shaw & Richmond	Produce Co.....	829 N. Third st.
Riederer, John, Jr.....	Slater Mill & Elevator	Co.....	Slater, Mo.
Ring, John.....		Provision Broker.....	106 Gay Building.
Ring, John, Jr.....	American Fire Clay Co.,	Treas.....	204 N. Commercial st.
Rippe, Charles.....	Chas. Rippe Tent & Duck	Co.....	19 S. Fourth st.
Robbins, James Monroe.....		Farmer.....	New Madrid, Mo.
Robertson, Wm. P.....	Robertson Printing	Co.....	312 Vine st.
Robinson, Francis Lee.....	Mo. Forage Supply	Co.....	426 S. Theresa ave.
Robinson, Geo.....	Marous Bernheimer Milling & Mero. Co.		208 N. Fourth st.
Robinson, Geo. R., Jr.....	Robinson, Danforth & Co.,	Milling.....	8th and Gratiot sts.
Robyn, Paul.....	Roeslein & Robyn,	Insurance.....	801 Century Bldg.
Roeder, Fred'k J.....	Miller Bros. & Co.,	Commission.....	932 N. Third st.
Roeder, Charles.....	Chas. Roeder & Co.,	Butter and Cheese.....	821 N. Third st.
Roederer, E. L.....	C. C. C. & St. L. Ry.,	Gen'l Agent.....	Rialto Building.
Roemheld, Wm.....			1131 Morrison ave.
Roennigke, Fred.....	Thyson Commission	Co.....	105 Chamber of Commerce.
Roever, John C.....	Jno. C. Roever & Co.,	Feed.....	4101 Natural Bridge Road.
Rogers, Albert Jackson.....	Rogers Elevator	Co.....	Foot of Bremen ave.
Rooke, Wm. A.....	Logan & Bryan,	Broker.....	210 Chamber of Commerce.
Roos, Sol.....	American Metal Co., Limited.		318 Security Building.
Rose, Hugh C.....		Broker.....	307 Pine st.
Rosenberg, G.....			315 Olive st.
Rosa, Jacob.....	Mound City Distilling	Co.....	2116 S. Second st.
Rotet, W. H.....	Fulton Bag and Burlap Co.		612 S. Seventh st.
Roth, J. D.....	Inter Mero. Marine Co.,	Freight Agent.....	Century Bldg.
Rotty, E. J.....	E. J. Rotty & Co.,	Feed.....	Seventh st. and Russell ave.
Roundtree, M. E.....	Roundtree Construction	Co.....	World's Fair Grounds.
Rowe, B. J.....	Illinois Central R. R.,	Commercial Agt.....	308 N. Broadway.
Rowell, Clinton.....		Lawyer.....	814 Rialto Building.
Rubins, Charles Curtis.....	Rubins Bros.	Com.....	Produce Ex., New York
Rump, Aug.....	Merchants' Exchange	Flour Inspector.....	4 N. Second st.
Rump, Herman A.....	B. H. Lang & Co.,		415 Cham. of Com.
Rumsey, Moses.....	L. M. Rumsey Mfg. Co.,		810 N. Second st.
Runyan, Van L.....	Fourth National Bank,	Asst. Cashier.....	222 N. Fourth st.
Ruprecht, Jos.....	Ruprecht & Borgmeyer,	Exp. and Mess.....	218 Morgan st.
Ruprecht, W.....	W. & F. Ruprecht,	Gen'l Contractors.....	6731 S. Broadway
Ruxton, Robert.....	Ruxton & Co.,	Grain.....	Miami, Mo.
Ryan, M. J.....			419 Commercial Bldg.
Ryan, John F.....			Century Bldg.
Ryan, Frank K.....		Lawyer.....	506 Olive st.
Ryan, Wm. H.....	Gallaher, Limited,	Leaf Tobacco.....	Henderson, Ky.
Ryan, Wm. F.....			111 Chamber of Commerce.

Name.	Firm.	Business.	Location.
Saeger, Wm.	Palm St. Elev. & Feed W. H. Co., Feed Store.	2919 N. Broadway.	
Sale, S. B.	Sale Commission Co.	2610 Park ave.	
Sampson, C. H.	Corticelli Silk Co.	Tenth and St. Charles sts.	
Samuel, Aderton	W. D. Orthwein Grain Co.	808 Cham. of Com.	
Samuel, Web. M.		509 Cham. of Com.	
Samuel, Ed. M.	Adams & Samuel,	Com. 100 Rialto Bldg., Chicago.	
Samuel, Wm. P.		Ass't City Treasurer.	City Hall.
Sander, Enno	Enno Sander Mineral Water Co.	2801 Lawton ave.	
Sander, Albert E.		Grocer and Feed.	3772 S. Broadway.
Sands, James T.			510 Pine st.
Sanford, J. W.	Millmine, Bodman & Co.	Chamber of Commerce.	
Sartorius, Peter.	Sartorius Prov. Co.	2734 Arsenal st.	
Sauer, Nicholas.	Sauer Milling Co.		Evansville, Ill.
Sauer, Philip E.	Sauer Milling Co.		Evansville, Ill.
Saunders, Lancelot.	P. Saunders,	Broker.	204 N. Third st.
Saunders, Parker.		Broker.	Gay Building.
Sayers, Geo. N.		Provisions.	Room 7, 116 N. Fourth.
Sayers, Henry.	Henry Sayers & Co.		410 Cham. Com.
Saylor, H. N.	H. N. Saylor Cooperage Co.	Staves and Heading.	107 S. 16th st.
Schaeffer, Geo.	Schaeffer Bros. & Powell,	Soap and Candles.	325 N. Second st.
Schaeffer, Jacob.	Schaeffer Bros. & Powell,	Soap and Candles.	325 N. Second st.
Scharff, Adolph.	L. & A. Scharff,	Liquors.	20 S. Main st.
Scharff, Edward E.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, L.	L. & A. Scharff,	Liquor.	20 S. Main st.
Scharff, Nicholas.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharff, Sidney N.	Nicholas Scharff &	Sons Grocer Co.	704 N. Second st.
Scharringhausen, W. C.	Fred. Diekmann	Feed Co., Feed.	2313 S. Broadway.
Schawacker, C.		Livery.	414 S. Third st.
Scheitlin, Chas.	Scheitlin & Hoffman,		820 N. Third st.
Schenkel, Henry.	John G. Haas Soap Co.,	Soap Manufactory,	5020 Benedict ave.
Schlaflly, F.	Aviston Milling Co.		Aviston, Ills.
Schlooke, Henry F.		Groceries and Feed.	3303 Easton ave.
Schlueter, Fritz.		Teamster.	816 Montgomery st.
Schmidt, O. M.			1211 Morrison ave.
Schmidt, E. H.			801 Granite Bldg.
Schmitt, Henry.	National Fire Ins. Co.,		Harrisonville, Mo.
Schnell, J. R.			214 N. Main st.
Schoen, Isaac A.			1440 N. Main st.
Schoenhard, Louis P.	Charter Oak Stove	& Range Co.,	Columbia, Ill.
Schoening, Edw. F.	Columbia Star Milling	Co., Commission.	2nd & Chestnut.
Schollmeyer, Christian.	Hassendeubel Bro.,		721 N. Third st.
Schopp, Jacob.			Third and Wash st.
Schopp, Conrad.	Conrad Schopp Fruit Co.	Commission.	118 Vine st.
Schoppe, Henry C.	H. C. Schoppe & Son,	Grain Co.	118 N. Fourth st.
Schreiner, Chas. A.	Schreiner-Flack	Grain Co.	118 N. Fourth st.
Schreiner, Francis L.	Schreiner-Flack	Co., Commission.	118 N. Fourth st.
Schreiner, Jacob.	Schreiner-Flack Grain	Insurance.	940 Century Bldg.
Schroth, Peter A.		Wine Grower.	Stratmann, Mo.
Schuetz, John G.	G. J. Schuelte & Co.,	Commission.	508 Cham. of Com.
Schulte, Henry E.	Geo. J. Schuelte & Co.,	Commission.	508 Cham. of Com.
Schulte, John J.	Schultz & Niemeyer,	Commission.	Levee and Madison sts.
Schultz, Henry.	C. F. Orthwein's Sons,	Commission.	107 N. Third st.
Schultz, Chas. O.	Schulz Bros.,	Hay and Grain.	Webster Groves, Mo.
Schulz, Henry.	Schulz Bros.,	Feed.	Webster Groves, Mo.
Schulz, John, Jr.			702 N. Third st.
Schulz, Otto J.	Zelle Bros. P. & C. Co.,	Milling Co.	Germantown, Ill.
Schurmann, Henry	Hanover-Star	Co.	3401 S. Thirteenth st.
Schwabe, E. F. W.	W. J. Lemp Brewing	Caterer.	Forest Park.
Schweickardt, Chas.		Feed.	2515 N. Fourteenth st.
Schwidde Henry		Broker.	322 Pine st.
Scott, Robt. E.			305 Mermod-Jacard Bldg.
Scott, W. S.	Mo. and Ill. Coal Co.	Commission.	Bd. of Trade, Chicago
Scotten, Samuel C.	J. F. Harris & Co.,		3617 Olive st.
Scruggs, C. O.			Barney D. G. Co. Broadway & Locust.
Scruggs, R. M.	Scruggs, Vandervoort &		

Name.	Firm.	Business.	Location.
Soudder, Charles...	Soudder-Leesburg Shoe Co.		4333 Warne ave.
Soudder, John A.			604 Security Building.
Soullin, John			916 Security Building.
Sears, W. H.	Nathan Cole Inv. Co.	Sec'y	722 Mermod & Jaccard Bldg.
Sears, Gilbert	Advance Elevator	Superintendent	400 Cham. of Com.
Seaver, James E.	Midland Elevator Co.		Kansas City, Mo.
Seaverns, Geo. A., Jr.	Alton Grain Co.		134 Rialto Bldg., Chicago
Sebastian, Henry W.	Miss. Val. Elev. & Grain Co.		Madison st. and Levee.
Seele, F. W.	P. P. Williams Grain Co.	Commission	408 Cham. of Com.
Sehlinger, Anton	Sehlinger Grain Co.		Belleville, Ill.
Sellner, A. C.	Steinwender & Sellner	Liquors	117 S. Broadway.
Senter, Charles Parsons	Senter Com.		25 S. Third st.
Senter, John A.		Deceased	
Seessinghaus, T. W.	Union Refrigerator	Transit Co.	453 Century Bldg.
Seessinghaus, Wm.			2924 St. Vincent ave.
Sexton, Henry D.	Southern Illinois Nat'l	Bank, President	East St. Louis, Ill.
Seybt, Charles H.	Highland Milling Co.		162 Laclède Bldg.
Shapleigh, A. L.	Norvell-Shapleigh Hardware Co.		4th & Washington ave.
Sharp, James		Provision	4573 Page ave.
Shaw, James W.	Jno. E. Hall Com. Co.		418 Cham. Com.
Shea, Thos. F.	Plant System		306 Houser Bldg.
Sheehan, Robt. D.	Rombotis-Sheehan	Tailoring Co.	1418 Olive st.
Sherry, Josiah E.	Sherry-Bacon Grain Co.		213 Cham. of Com.
Sherwood, Adiel		Attorney	Laclède Bldg.
Shields, George H.		Lawyer	Rialto Building.
Shirmer, Philip F.			1107 Tyler st.
Sickel, John T.	Farnum, Sickel & Co.	Com'n.	234 LaSalle st., Chicago, Ill.
Siegel, Emil			Belleville, Ill.
Siemers, Geo. F.	Siemers & Chisholm	Commission	300 Cham. of Com.
Sieving, C. H.			3611 Ohio ave.
Simon, Chas. G.	Great Western Feed Co.		818 Manchester ave.
Simmons, E. C.	Simmons Hardware Co.		Ninth and Spruce sta.
Simmons, Wayne G.			La Jolia, Cal.
Simpkins, Allan T.	Renault Lead Co.		423 Roe Bldg.
Simpson, J. C.	Consolidated Coal Co.	President	Laclède Building.
Sinclair, Ed. W.		Broker	108½ N. Eighth st.
Singer, Richard	Kohn & Co.	Brokers	Security Building.
Skidmore, T. J.	Erie Despatch	Agt.	Laclède Bldg.
Skrainka, Fred	Skrainka Con. Co.	Contractors	806 Security Building.
Slack, B. L.	Brinson-Waggoner Grain Co.	Treasurer	206 Cham. Com.
Slade, Chas.		Real Estate	Brunswick, Mo.
Slaughter, Henry B.	A. O. Slaughter, Jr. & Co.,	Brokers	141 Monroe st., Chicago
Slaughter, John B.		Insurance	Century Bldg.
Sloan, William P.	Hamilton Bank		MoLeansboro, Ill.
Smith, A. J.		Bookkeeper	411 Cham. Com.
Smith, Chas. Hamlin	Ry. Mail Service		4544 Morgan st.
Smith, S. Jenks		Broker	Chamber of Com.
Smith, Alex. H.			411 Chamber of Com.
Smith, John Van	Merchants' Dispatch	Trans. Co., Agent	Laclède Bldg.
Smith, F. W.	F. W. Smith Grain Co.		411 Cham. of Com.
Smith, Geo.		Deceased	
Smith, J. Allen	J. Allen Smith & Co.	Millers	Knoxville, Tenn
Smith, J. V.	Smith, Vincent & Co.	Commission	73 Gay Bldg.
Smith, Wm. J.	Geo. P. Plant Milling Co.	Millers	502 Chamber of Commerce.
Smith, Daniel E.		Deceased	
Smith, Chas. H.	St. L. & N. A. R. R. Co.		421 Olive st.
Smith, Breedlove	The Benton		9th and Pine
Smith, C. B.	R. G. Dun & Co.	Mercantile Agency	Cham. of Com.
Smith, James A. Jr.		Coal & Feed	Grand & Easton ave.
Smith, E. B.	Blue Line		302 Railway Exchange.
Smith, C. W.	Smith, Vincent & Co.	Commission	73 Gay Building.
Smith, Robt. E.	D. E. Smith & Co.	Commission	114 N. Fourth st.
Smith, Wm. E.	Plant Seed Co.		814 N. Fourth st.
Smithers, John A.	Smithers & Co.	Undertakers	1415 Olive st.
Smithers, M. L.	Smithers & White,	Hay and Grain	3015 Olive st.

Name.	Firm.	Business.	Location.
Snow, Lewis E.	Delafield & Snow,	Insurance.	850 Century Bldg.
Snow, Robt. B.		Real Estate.	807 Chestnut st.
Snow, W. E.	The N. K. Fairbank Co.,		Third and Convent st.
Snover, W. A.	W. A. Snover Com. Co.,		600 Roe Building.
Sparks, H. J.	Gus V. Brecht B. S. Co.,		Twelfth st. and Cass ave.
Sparks, Hosea B.	Sparks Milling Co.		Alton, Ill.
Sparks, Charles F.	Sparks Milling Co.		Alton, Ill.
Sparks, Chas.	Simmons Hardware Co.,		Broadway and St. Charles st.
Spelbrink, Louis		Livery Stable.	1821 Franklin ave.
Spencer, Corwin H.			208 Cham. of Com.
Spencer, Harlow B.			208 Cham. of Com.
Spier, Georg		Malster.	1542 S. Seventh st.
Sprague, R. C.			500 N. Commercial st.
Stahl, F.		Teamster.	2414 Menard st.
Stanard, E. O.	E. O. Stanard Milling Co.,	President.	420 Cham. of Com.
Stanard, W. K.	E. O. Stanard Milling Co.,	Vice-President.	420 Cham. of Com.
Stanley, Henry.		Mill Furnishings Co.	919 N. 2nd st.
Stanton, Chas. W.			Mobile, Ala.
Starr, E. E.	Fairbanks, Morse & Co.,	Scales, etc.	Eighth and Clark ave.
Stebbins, L. W.			
Steele, Joseph W.	Jos. W. Steele & Co.,	Printers.	18 N. Third st.
Stegall, J. N.	Allen West Com. Co.	Commission.	104 S. Main st.
Steigers, D. H.	St. Louis Hide and	Tallow Co.	5145 N. Second st.
Steinmesch, Henry.	Wabash R. R.		Lincoln Trust Building.
Steinwender, Herman A.			618 N. Seventh s.
Steinwender, G. A.	Steinwender & Sellner.	Whiskies.	117 S. Broadway.
Stephens, Jefferson		Grain.	Hotel St. Louis.
Stephens, W. Speed.	Central Nat'l Bank,	Cashier.	Boonville, Mo.
Stevener, John.	J. Stevener & Bro.,	Feed.	1706 Cass ave.
Stevenson, Robt. L.		Farmer.	520 Cham. Com.
Stewart, A. W.	A. W. Stewart & Co.,	Commission.	1900 N. Main st.
Stewart, A. C.	Stewart, Cunningham &	Elliott, Lawyers.	Rialto Bldg.
Stewart, A. M.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stewart, James C.	Jas. Stewart & Co.,	Grain El. Contrs.	302 Lincoln Trust.
Stickney, W. Arthur.	A. G. Edwards & Son	Brokerage Co.	410 Olive st.
Stifel, H. C.	Alzheimer & Rawlings	Investment Co.	217 N. Fourth st.
Stifel, Otto Fred'k.	C. G. Stifel Brew. Co.,	Brewing.	Wainwright Bldg.
Stifel, Oscar.	L. Lemcke & Co.,	Commission.	3 Pine st.
Stimson, Fred. M.	Sutherland Grain Co.		132 Cham. Com.
Stock, Philip.	St. Louis Brewing Assn.,	Secretary.	702 Wainwright Bldg.
Stockton, F. W.	Traders' Despatch,		505 Houser Building.
Stoewener, F. F.			710 Julia st.
Stone, Leander.			934 W. Walnut st., Louisville, Ky.
Stover, W. D.	Star Union Line,	Freight Agent.	Seventh and Olive.
Strain, Arthur R.	Robt. B. Brown Oil Co.,	Oil Manuf'rs.	Rialto Building.
Stratton, Wm.	Hunter Bros.,		60 Gay Bldg.
Strauss, J. C.		Photographer.	8514 Franklin ave.
Street, E. J.	E. J. Street & Co.,	Brokers.	Bd. of Trade, Kansas City
Striffler, Chester E.		Lumber.	Main and Market sts.
Stroud, H. L.		Merchant.	Rogers, Ark.
Stuede, Wm.	Harroun Elevator Co.		108 N. Third st.
Stuever, Anton C.	Home Brewing Co.		Miami and Salena sts.
Sturtevant, Henry D.	Counselman & Co.,	Commission.	240 LaSalle st., Chicago
Sublett, Edwin H.			308 Continental Bank Bldg.
Sudborough, J. A.	Waters Pierce Oil Co.		Bank of Commerce Bldg.
Sullivan, F. R.	North Shore Despatch,	Agent.	Sixth and Olive sts.
Sullivan, John F.	United Elev. & Grain Co.,	Superintendent.	516 Cham. Com.
Sullivan, Patrick.			701 Washington ave.
Summa, Emil.	Sessinghaus Milling Co.		Ninth and North Market st.
Summerfield, Moses.	M. Summerfield & Co.,	Hides and Wool.	214 N. Main st.
Sutherland, G. G.	Sutherland Grain Co.,	Grain.	182 Cham. Com.
Sutherland, W. W.	Sutherland Grain Co.		180 Cham. Com.
Swaney, John Bell.		Grain.	Union City, Tenn.
Swift, Paul.	Thos. Akin,	Commission.	208 Cham. Com.
Swift, W. H.	Fruin, Bambrick Con. Co.,	Contractors.	721 Olive st.
Sykes, G. A.	St. Louis Commission Co.,		515 N. Main st.

Name.	Firm.	Business.	Location.
Taaffe, B. P.	Justice of the Peace,		4109 Manchester ave.
Tansey, Geo. J.	St. Louis Transfer Co.	President.	400 S. Broadway
Taussig, John J.	J. & J. Taussig,	Brokers.	627 Security Bldg.
Taussig, Jos. S.	J. & J. Taussig,	Brokers.	627 Security Bldg.
Taylor, James L.	Kehlror Flour Mill Co.		401 Cham. Com.
Taylor, T. Carroll.	Brinson-Waggoner	Grain Co.	208 Cham. Com.
Taylor, Wm. H.		Insurance.	Odd Fellows' Bldg.
Taylor, Phil. C.	P. C. Taylor & Son,	Commission.	509 Roe Bldg.
Taylor, E. M.		Commission.	508 Cham. of Com.
Taylor, C. H.	F. W. Brockman	Commission Co.	815 N. Fourth st.
Taylor, J. B.	P. C. Taylor & Son,	Commission.	509 Roe Bldg.
Taylor, W. J.	The Western Ry. of Alabama,	Agent.	207 Houser Bldg.
Teasdale, Thos. B.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. Waller.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, J. W.	J. W. Teasdale & Co.,	Dried Fruits & Com.	806 Spruce st.
Teasdale, A. S.			825 N. Fourth st.
Teasdale, C. H.	J. H. Teasdale Com. Co.		102 N. Fourth st.
Teasdale, Everett P.	Miller & Teasdale Co.,	Commission.	825 N. Fourth st.
Teasdale, Geo. W.	J. W. Teasdale & Co.,	Dried Fruits.	806 Spruce st.
Teasdale, J. W., Jr.	J. W. Teasdale & Co.,	Dried Fruit.	806 Spruce st.
Teasdale, J. E.	J. E. Teasdale & Co.,	Broker.	110 N. Fourth st.
Teichmann, Wm. C.	Mallinckrodt Chem. Co.		Second and Mallinckrot sta.
Teichmann, Chas. H.	Teichmann Com. Co.	Commission.	62 Gay Building.
Teichmann, Otto L.	Teichmann Com. Co.,	Commission.	62 Gay Building.
Teithorst, Herman		Flour and Feed.	7501 S. Broadway.
Temple, Harry	P. Peckham Liquor Co.	Bookkeeper.	412 Washington ave.
Temple, Joseph.	Adams Express Co.	Agent.	407 N. Fourth st.
Templeman, W. J.	Templeman & Co.,	Produce.	950 N. Third st.
TenBroek, Gerrit H.		Attorney	213 N. Seventh st.
Tepe, Carl H. A.	Wm. Tepe Feed Co.,		2723 Laclede ave.
Tepe, William		Feed.	2725 Laclede ave.
Terry, Albert T.	Albert T. Terry & Co.,	Real Estate.	621 Chestnut st.
Tesson, George B.	Nanson Com. Co.		202 Chamber of Commerce.
Tevis, Hupp.	Tevis Com. Co.		116 N. Main st.
Thacher, Arthur	Central Lead Co.,		510 Pine st.
Thaw, Charlie		Deceased.	
Thompson, Wm. H.	Nat. Bank of Com.,	President.	Broadway and Olive st.
Thompson, E. F.	G. A. Benton & Co.,	Grain.	829 N. Third st.
Thompson, C. McClung.	C. L. Thompson & Son,	Insurance.	Century Bldg.
Thompson, Joseph B.			4225 McPherson ave.
Thomson, A.			938 N. Second st.
Thomson, Wm. H.	Boatmen's Bank,	Cashier.	Fourth and Washington av.
Thyson, John.	Thyson Commission Co.		106 Chamber of Commerce.
Tice, Vilray C.	V. C. Tice & Co.,	Commission.	Gay Bldg.
Tiedemann, Geo. W.	Chas. Tiedemann	Milling Co.	O'Fallon, Ill.
Tilton, Edgar D.	E. O. Starnard Milling	Co.	420 Chamber of Commerce.
Timmerman, G. H.	St. L. Iron & Machine	Works.	Second and Chouteau ave.
Tinker, Z. W.	Columbia Brewing Co.		Twentieth and Madison sta.
Tittmann, Harold H.	St. L. Cooperage	Co.	Main and Arsenal sta.
Todd, Henry R.	Burlington Route,	Gen'l. Agent	502 Olive st.
Tontrup, Louis H.	Papin & Tontrup,	Real Estate.	626 Chestnut st.
Townsend, F. C.	Townsend Com. Co.,		827 N. Third st.
Tower, George F., Jr.	Goodwin Mfg. Co.,	Candles and Soap.	3332 Chouteau ave.
Tracy, John H.	David Nicholson,	Grocer.	15 N. Sixth st.
Traunmiller, Joseph.	Excelsior Brew. Co.		5 S. Seventeenth st.
Trauernicht, F. C.	F. C. Trauernicht Com. Co.		826 N. Third st.
Triplett, John R.		Deceased.	
Tumbach, C.	McCullough & Tumbach,	Commission	719 N. Third st.
Tune, Lewis T.	The Bradstreet Co.		Security Building.
Tunstall, R. C.	St. Louis Hay Exch.,	Vice-Pres.	602 Theresa ave.
Tunstall, R. B.	St. Louis Hay Exch.,	Secretary.	602 Theresa ave.
Turner, Chas. H.			203 Security Bldg.
Turner, V. P.	Turner-Hudnut Co.,	Grain.	Pekin, Ill.
Tutt, Dent G.			807 Chestnut st.
Tyler, George.	Robert Atkinson & Co.,	Commission	308 N. Main st.

Name.	Firm.	Business.	Location.
Udell, C. E.	C. E. Udell & Co.,	Cheese	410 N. Second st.
Underwood, Geo. A.	D. E. Smith & Co.,	Flour, etc.	114 N. Fourth st.
Urdike, N. B.	Urdike Commission Co.,		145 Van Buren st., Chicago
Vahlkamp, Henry	W. J. Lemp Brew. Co.,	Secretary	3401 Cherokee sts.
Valle, John F.	Desloge Con. Lead Co.,	Secretary	Fourth and Chestnut.
Valier, Charles	Valier & Spies Milling Co.,		514 Chamber of Commerce.
Valier, Louis A.	Valier & Spies Milling Co.		514 Chamber of Commerce.
Valier, Robt. C.	Valier & Spies Mlg. Co.,		514 Chamber of Commerce.
Van Arsdale, E. S.			Carrollton, Ill.
Van Blaroom, J. C.	Nat. Bank of Com.,	Vice-Prest.	Broadway and Olive st.
Vankirk, Chas. B.		Com.	810 Royal Ins. Bldg., Chicago
Vaughan, Wm. L.	Vaughan & Carnes,	Real Estate	Linn, Mo.
Vendig, Sam.	M. Schwartz & Co.,	Feed	3542 Missouri ave.
Veninga, George A.	F. W. Smith Grain Co.		411 Chamber of Commerce.
Vincent, J. F.	Smith, Vincent & Co.,	Commission	72 Gay Building.
Vogeler, Julius		Grocer and Com.	14 N. Third st.
Vogel, Charles F.		Real Estate	624 Chestnut st.
Vogelsang, L. E.			2223 Dodier st.
Vogelsang, Henry			1001 Union ave.
Vogelsang, Wm. H.			2218 Sullivan ave.
Von Wedelstaedt, R. Park		Real Estate	St. Louis Club.
Vordtriede, E. Henry		Mining	2019 Sidney st.
Voris, F. D.		Grain and Hay	Neoga, Ill.
Voris, George W.		Grain and Hay	Stewardson, Ill.
Waddock, Frank G.	O'Connor & Co.,	Market Reporter	216 Market st.
Wade, Festus J.	Mercantile Trust Co.		Eighth and Locust sts.
Waggoner, E. L.	Brinson-Waggoner Gr.	Co., Com.	208 Cham. of Com.
Wagner, Charles		Pig Lead & Spelter	174 LaCade Bldg.
Wagoner, Geo. C. R.	Wagoner Undertaking Co.		1127 Olive st.
Wagoner, Henry H.	Wagoner Undertaking Co.		1127 Olive st.
Wahl, John	John Wahl Com. Co.		2 S. Main st.
Wahl, J. B.	John Wahl Com. Co.		2 S. Main st.
Wahl, Edwin L.	John Wahl Com. Co.,	Commission	2 S. Main st.
Waldeck, Jacob C. C.	Jac. C. C. Waldeck Prov. Co.		Montrose ave. and LaSalle st.
Walker, G. H.	G. H. Walker & Co.,	Brokers	807 N. Fourth st.
Walker, R. F.		Attorney at Law	926 Rialto Bldg.
Walker, W. C.		Real Estate	605 Fullerton Bldg.
Wall, Nicholas R.	Wall & Whittemore,	Insurance	208 N. Fourth st.
Wallace, Fred. L.	F. L. Wallace & Co.		105 N. Third st.
Walsh, Julius S.	Miss. Valley Trust Co.,	President	201 N. Fourth st.
Walsh, Peter		Teamster	8129 N. Twelfth st.
Walsh, Edward, Jr.		Deceased	
Walsh, C. K. D.	Kehler Flour Mills Co.		401 Chamber of Commerce.
Waltke, Louis H.	Wm. Waltke & Co.,	Soap	2nd and Grand ave.
Walton, E. S.		Commission	105 Cham. of Com.
Wangler, Joseph F.	J. F. Wangler B. & S.	W. Co., President	1547 N. Ninth st.
Wangler, Joseph A.	J. F. Wangler B. & S.	W. Co., Secretary	1547 N. Ninth st.
Wardrop, Richard	Bernet, Craft & Kauffman Milling Co.		805 Cham. Com.
Ware, J. H.	Ware & Leland,	Commission	305 Rialto Bld., Chicago
Warren, Thomas	Warren Com. & Investment Co.		200 N. Second st.
Warren, John A.	Jno. A. Warren & Co.		416 Cham. Com.
Washburn, John	Washburn, Crosby & Co.		Minneapolis, Minn.
Washer, S. R.	The S. R. Washer Grain Co.,		Atchison, Kas.
Wasserman, Bennett	Wasserman Bro. & Co.,	Stocks and Bonds	315 Olive st.
Wasson, H. D.		Broker	107 Cham. of Commerce.
Waterworth, Jas. A.	St. Louis Insurance	Surveys, Pres't.	Odd Fellows' Bldg.
Watson, Henry P.	Watson & Co.,	Broker	Minneapolis, Minn.

Name.	Firm.	Business.	Location.
Watts, T. G.	T. G. Watts & Son,	Real Estate.	1000 Chestnut st.
Weare, Charles A.	Weare Commission Co.		Old Colony Bldg., Chicago
Weaver, Henry	Planters Hotel Co.,		Fourth and Pine sts.
Weber, Edward	Weber Drayage &	Warehouse Co.	120 N. Main st.
Weber, Henry C.			4172 Lindell ave.
Well, Jacob P.	Bernard, Baer & Co.,	Produce & Prov.	1418 N. Broadway.
Well, Henry G.			36 New st., N. Y.
Weinberg, Louis.	Funsten Bros. & Co.,	Commission	109 N. Main st.
Weissenborn, S. A.	S. A. Weissenborn &	Son, Coal.	313 Olive st.
Welch, B. C.	B. C. Welch Land &	Investment Agency	Elsherry, Mo.
Wells, Rolla		Mayor.	City Hall.
Wenneker, Chas. F.	Wenneker-Morris	Candy Co.	12 S. Third st.
Wernse, H. H.	Wernse & Dieckman,	Brokers.	317 N. Fourth st.
Werth, John E.	Werth's Insurance	Agency	315 Chestnut st.
Werth, G. L.	Werth's Insurance	Agency	315 Chestnut st.
Werthelmer, J. J.	Werthelmer-Swarts	Shoe Co.	10th and Washington ave.
Westcott, W. B.	Westcott Com. Co.,	Commission	327 N. Third st.
Westcott, W. F.	Westcott Com. Co.,		327 N. Third st.
West, Courtney H.	Moffitt-West Drug	Co.	Broadway and Clark ave.
West, Thomas H.	St. Louis-Union Trust Co.	President.	Fourth and Locust sts.
Wetzel, Frederick L.	Dozier Bakery.		Sixteenth and Morgan sts.
Wheeler, Jas. L.			
Whitaker, Edwards.	Whitaker & Co.,	Brokers.	300 N. Fourth st.
White, Chas. E.	Fulton Bag & Burlap	Co.	612 S. Seventh st.
White, Edward W.	Central of Ga. Ry. Co.,	Agent.	402 Houser Bldg.
Whitehead, S. A.	Nanson Commission	Co.	202 Chamber of Commerce.
Whitehill, Thomas H.	Citizens' Ins. Co.,	Insurance.	Century Building.
Whitelaw, Geo. P.			718 Security Building.
Whitelaw, Oscar L.	Whitelaw Bros.,	Paints and Oils.	409 N. Second st.
Whitelaw, Robt. H.	Whitelaw Bros.,	Paints and Oils.	409 N. Second st.
Whitelaw, Chas. W.	Huse & Loomis I. &	T. Co.	Security Building.
Whitmore, Daniel R.	Merchants' Exch.,	Asst. Secretary	Third and Pine sts.
Whitmore, H. R.	Merchants' Exchange,	Asst. Secretary	Third and Pine sts.
Whittemore, F. C.	Wall & Whittemore,	Insurance.	208 N. Fourth st.
Wickham, E. F.	Smokeless Fuel Co.,		410 Bank of Commerce Bldg.
Wieder, Moses L.	Wieder Paint Co.,		1601 N. Broadway.
Wiedmer, W. H.	Gratlot St. Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, Fred.	Gratlot Street Warehouse	Co.	214 Chamber of Commerce.
Wiedmer, John	Gratlot St. Warehouse	Co.	214 Chamber of Commerce.
Wiegand, Chas. F. W.	Nelson Distilling	Co.	812 N. Fourth st.
Wiener, I. M.	Wiener Bros.,	Brokers.	Wainwright Building.
Wiener, Adolph		Real Estate.	Wainwright Building.
Wiley, Frank P.	Wiley & Bischoff,	Hay and Grain.	421 S. Theresa ave.
Wilkinson, W. R.	W. R. Wilkinson & Son	Com. Co.	213 N. Main st.
Wilkins, W. T.		Deceased.	
Willard, Wm. G.		Manufacturer.	619 N. Fourth st.
Williams, P. P.	P. P. Williams Grain Co.,	Commission.	408 Cham. of Com.
Wilson, Chas. A.	Barron & Wilson,	Grain Samplers.	422 Rialto Bldg.
Wilson, Peter E.	Knapp, Stout & Co.,	Lumber.	Salisbury and Hall sts.
Wirthin, R. L.	Southern Coop. Co.,		110 Victor st.
Wismath, Chas., Jr.	C. Wismath & Son	Pork Packing Co.	1113 N. 12th st.
Witte, Otto H.	Witte Hardware Co.		704 N. Third st.
Witter, Ernest A.	Chapin & Co.,	Mill Feed	119 N. Third st.
Woelfle, Matt.	Baur Flour Co.,	Salesman.	307 N. Second st.
Woerhelde, A. A. B.	Lincoln Trust Co.,	President.	710 Chestnut st.
Wolf, John		Hay and Grain.	3812a Russell ave.
Wolfenden, C. F.	A. A. Paton & Co.,	Cotton.	215 Elm st., Dallas. Tex.
Wolgaast, Louis		Feed.	2137 Gravois ave.
Wollbrink, Henry	Columbia Biscuit	Co.	Fourteenth and Papin sts.
Wonderly, Peter		Deceased.	
Woodlock, Frank D.	F. D. Woodlock & Co.,	Commission.	300 Cham. of Com.
Wood, F. C.	A. N. Kellogg Newspaper	Co.	224 Walnut st.
Wood, H.	Union Dairy Co.,	Dairyman.	Jeff. & Washington aves.
Woods, W. K.	Robinson, Danforth Co.		Eighth and Gratlot sts.
Woods, J. P.	Columbia Biscuit Co.		Fourteenth and Papin sts.

